THE FINANCIAL POST

The Canadian Newspaper for Businessmen and Investors

Largest Circulation of All Canadian Financial Papers

Vol. XXXVI | Member of Audit Bureau of Circulations | PUBLICATION OFFICE: TORONTO, MAY 30, 1942 | 10c a Copy; $5.00 a Year | No. 22

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The Nation's Business

Tax Record Explodes War Profits Myth

Stimulated by the C.C.F. there is a growing demand in Canada that industry be conscripted for war service; that war profits be confiscated.

The fact is that the government has at present complete authority to convert any industry in Canada to war. There are few plants, capable of being used in the war effort, that are not now being used.

What is more, industry is already serving the country on a no-profiteering basis.

There is no need for new laws, new taxes, to soak up war profits. War profits simply do not exist after industry has paid its taxes.

A special survey of 146 companies by The Financial Post this week gives the proof. This shows that in 1941 taxes paid on income alone were actually greater than the sums retained as net profits. The group covers all industries, and includes most large companies engaged in war work. The total paid in income and excess profits by these 146 companies in 1941 was $187.1 millions, total in net profits was $100,000 less.

These companies are busier than ever before. They are employing more workers than ever before, and they report record turnover. Their increase in activity is indicated by the fact that since 1939 The Financial Post index of business volume in Canada has advanced 25%, and national income is up 18%. Normally, company profits would have advanced proportionately. Actually for the group surveyed, they are up but 3% while taxes have advanced 269% in the same period.

This experience is typical of the various industries in the group surveyed. Iron and steel companies, working almost fully on war orders, paid over $30 millions in taxes, had less than $25 millions left in profits from their 1941 operations. In 1939 this group made over $18 millions in profits, paid the Dominion Government slightly over $5 millions in taxes. The metal companies, another war-stimulated group paid $63.4 millions in taxes last year, had net profits of $62.6 millions.

There has been no complaint from these companies. There was no expectation of war profits when they voluntarily and eagerly put their plants, their services, and their executive ability at the disposal of the government on the outbreak of war. These companies have been drafted for war in the fullest sense.

The extra earnings which would normally have been expected from doubling and trebling of operations, have been fully drained away in government taxes. Inventories have been used up, plant and machinery worn out in the interests of an all-out war effort. Employment has been given to hundreds of thousands of new war workers at the highest wages in Canadian history, but the average Canadian company giving that employment has been hard put to maintain its normal earnings let alone show any gains.

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REALIZATION IN QUEBEC

Quebec's biggest handicap in recent days has been the comparative silence of its better-informed citizens in the face of the violent clamor of the isolationists. There is evidence that these sounder leaders are now emerging from their silence.

That this is a war of survival for Canada is not understood by the majority of the people in Quebec. The issues in the war have been misinterpreted to the French Canadian by fiery demagogues who have outshouted the handful of more honest leaders. As a result the French-Canadian people stand isolated today from their English-speaking compatriots.

Realization of the seriousness of the position in which Quebec has been placed by the "NO" vote is becoming more and more apparent to French Canadians. It is now realized that Quebec's attitude may well retard rather than advance the interests of French Canadians.

Even some of the extremists are backing up a bit. Not long ago Rene Chaloult, Liberal member of the Quebec Legislative Assembly for Lotbiniere, made some highly inflammatory statements which did violence to national unity. Over the past week end Mr. Chaloult gave another talk in Quebec City. It was in a different tone. He spoke of the grievances of French Canadians, but also urged his hearers to "seek points of contact and not disunion."

Prominent French Canadians are now coming forward in an effort to create a better understanding among their people of the issues at stake today. Brig.-Gen. Panet, Brig. Vanier, Senator David and others have taken to the public platform to tell French Canadians of the gravity of the situation. They have not minced words. They are presenting to French Canadians a word picture of their responsibilities toward this war in a way which is not too pleasing to the more advanced nationalists.

Premier Godbout also is continuing his campaign of enlightening his own people. He is carrying the fight to the small but active "isolationist" group which did much to swing Quebec into the "No" column when the plebiscite vote was taken. This is Canada's war and "it is not for others that we are fighting but for ourselves," he declared. Premier Godbout puts it very neatly when he says: "Let us not permit hotheads, who even mention the word 'disorder' in their speeches, to speak for us when those outside this province and this country do not understand our point of view."

It is inevitable that people outside Quebec should judge the French Canadians as a whole by the utterances of their leaders. It is well that Quebec's own more sober-minded leaders should speak; to show that the fanatics do not alone speak for Quebec. They have a dual task; the task of educating French Canadians to an understanding of their duty as citizens not only of Quebec, but of Canada. And a duty to interpret Quebec to the rest of Canada.

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PARTY GOVERNMENT LOSES SUPPORT

Chief supporter in western Canada of party Government at Ottawa has been the Winnipeg Free Press. At various times the Free Press has criticized various phases of the government's war programme, has not hesitated at times to criticize individual members among Mr. King's supporters. But there has been not the slightest suggestion that the whole base of the present Government should be broadened to include a wider representation of those eager to prosecute a more vigorous war effort. Since the plebiscite, however, the Free Press has begun to have doubts.

Last week in its leading editorial it admitted that

> "An administration more completely representative of the country's resources in ability than the government as at present constituted could no doubt be formed."

And it adds significantly that such a Government "may possibly be required before the country gets to the end of this dreadful business upon which it is engaged."

Bitter experience has proven in this war that if we wait until a move is imperative it is invariably too late. From the very start of this war The Financial Post has consistently advocated:

> "A national cabinet, representative of all loyal groups, and consisting of Canada's ablest brains."

If, as the Free Press says, we may possibly require such a Government before the end of the war, then the sooner such a step is taken the better.

Advertising Tax Ruling Set Forth

Officials Give Definite Schedule on How Much is Chargeable Expense

By KENNETH R. WILSON

OTTAWA. — An entirely new formula for determination of advertising expenditures in relation to income tax has been set up by Hon. Colin Gibson, Minister of National Revenue, and C. Fraser Elliott, Commissioner of Income Tax.

In future all advertising expenditures, whether "contributed" for patriotic purposes or used in the regular course of business, will be treated alike——that is as an expense incurred for the purpose of earning income or profits.

Total advertising expenditure (regular or contributed) will henceforth be limited for income tax purposes in relation to the increase in profits or turnover as compared with the normal (from 1936-39) period. In no case will advertising costs be allowed to rise for income tax purposes any more than 10% of normal.

The New Yardstick

The new yardstick is as follows:

1. An increase up to 30% in profits or up to 60% in turnover of merchandise as compared with 1936-39 will warrant a 5% increase in advertising costs as compared with normal.
2. An increase of 30-40% in profits or 60-80% in turnover will warrant a 7% increase.
3. An increase of 40-50% in profits or 80-100% in turnover will warrant a 9% increase in advertising.
4. An increase of more than 50% in profits or more than 100% in turnover may warrant a 10% increase in advertising costs.

The new ruling is to apply with respect of income of 1941 or thereafter.

Simpsons Ltd. Business Seen Well Ahead

Market Weighs Situation — Preferred at Lowest Price Since 1935

So far this year Simpsons Ltd. has enjoyed a record increase in business, it is learned from sources close to the company. Net profits after all charges, including higher taxes, are well above a year ago. Every dollar of goods that is sold is being replaced in inventory at prices to allow a profit.

Selling around 100 last October, Simpsons Ltd. preferred has since had one of the poorest market records of any high priced stock on the board. Sold steadily for months the stock at 65 in mid-May reached its lowest point since 1935 and was well out of its former "blue-chip" class. Selling volume was never heavy but pressure was persistent.

To explain that pressure "bears" on the Street have a unanimous story. For Simpsons Ltd. price ceilings could only mean a narrower profit margin; to replace many articles on the long Simpsons' inventory list would be a problem filled with headaches and undoubtedly in some lines replacement would be an impossible task. Put those two together and it was being argued the company was heading into rough water, reason enough to sell the 6½% preferred despite its 1941 earnings of

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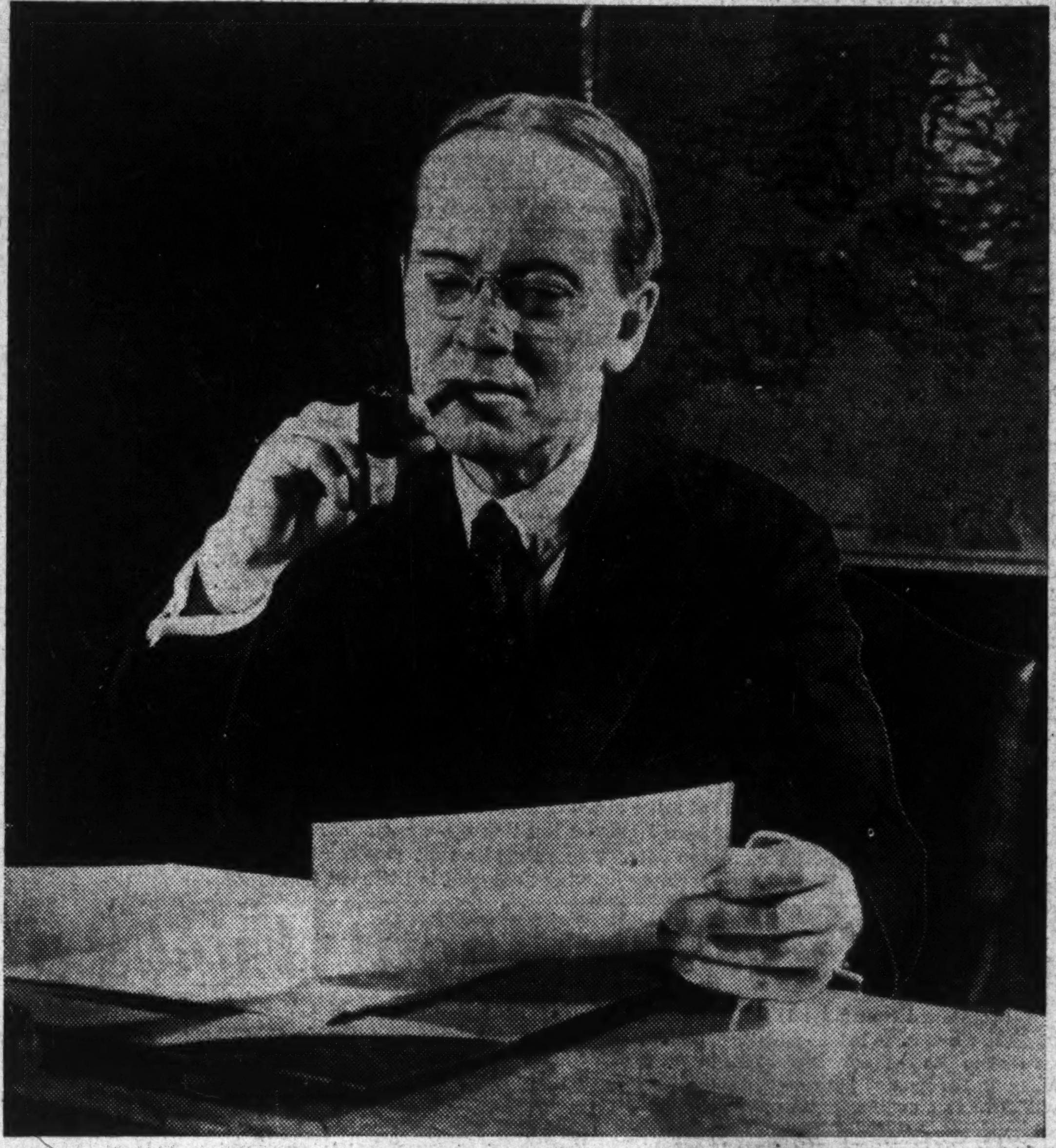
He's Now Buckled Into New Job



—Photo for The Financial Post by Associated Screen News.

Now buckling down to his new job as president of the Canadian Pacific Railway is D'Alton Curry Coleman. Some say Mr. Coleman looks more like a university president than the boss of the world's largest transportation system, and the first career he planned for himself was that of a newspaperman. He left journalism for railroading when he was 20, joining the C.P.R. By 1934 he had become senior vice-president. As the new "chief" of the Canadian Pacific, he heads an organization making a vital contribution to the war effort. A special report on the part which railways and other forms of transport are playing at the present time is provided in this issue of The Financial Post.

The Rumpus About Fuel Oil

Plan May Be Less Drastic Than Indicated

By STAFF WRITER

OTTAWA.—Harassed officials are still busy trying to iron out the fuel oil rumpus stirred up by Hon C. D. Howe in the House of Commons last week.

Even had Mr. Howe been exact in his original statement to the Commons, he would still have put his foot into it by speaking so long in advance of the time when officials had their plans completely worked out.

What had been planned prior to the Howe announcement was to "move in" on fuel oil users from both East and West, gradually finding alternate equipment and fuel in the areas where shortage was most acute (B. C. and the Maritimes) and leaving the central provinces to the last. Plans for restriction have been underway now in B. C. for the past three months.

Not Enough Coal

Actually, it would take almost 4.5 million tons of coal to service the homes, apartments, offices, railway engines and bunkering now requiring fuel oil. Even if sufficient equipment were available to permit a switch, it isn't humanly possible to find an additional 4.5 millions of coal or alternate fuel in Canada at the present time. It's going to be tough enough to service ordinary coal users this winter without throwing this big new block of demand on to the market.

The 4.5 million tons of coal equivalent is made up approximately as follows:

1. Residential users — 1 million tons.
2. Office, apartment users — 1.5 million.
3. Bunkering—1.6 million.
4. Railways—365,000 tons.

The two provinces of Ontario and Quebec would require between them about 700,000 tons of coal to replace residential burners alone.

There are about 63,000 residential units in Canada of which 9,000 are in Toronto; 8,000 in Montreal and 9,000 in Vancouver and New Westminister. About 15% of these installations are considered "rigid" and not convertible for one reason or another.

Gradual Process

What is planned in each area is to weed out these unconvertible units and require a gradual changeover for all other residential users as alternate equipment and fuel can be provided.

It is probable that some official statement clarifying the situation will be made as soon as officials of the Fuel Control and the Oil Control (who have been working together on the problem for some months) can get the picture as it now stands a little more sharply defined.

Owners of office buildings, apartment houses and other places of business have already received their orders to convert oil heating units to burn coal. Work is under way in the approximately 600 buildings affected.

How this affects a company is illustrated by the example of a large company with a combination office and industrial building. This company had used fuel oil for heating for more than 20 years. It has had to lay up its oil burner and buy an automatic stoker at a cost of $1,400. It has had to build a 75-ton capacity bin to store coal. Location of an air-conditioning unit has made it necessary to build a new driveway for coal delivery costing altogether another $650. Add to this about $200 for labor, tinsmithing, etc., and the cost runs up to around $2,250. This building used around 120,000 to 125,000 gallons of fuel annually. Now it will require an estimated 800 tons of coal each season.

Has Special Problem

Ontario has a special problem in dwindling supplies of natural gas, used for house heating by thousands of homes in southwestern Ontario. This shortage hit hard last winter and United Gas & Fuel Co., Hamilton, and Dominion Natural Gas Co. in Brantford, Woodstock and St. Thomas, converted several hundred

(Continued on page 2, col. 3)

Management - Labor Boards Are Fostered by Government

By STAFF WRITER

OTTAWA.—Steps are now being taken to promote organization of Management-Labor committees in war production plants throughout Canada.

According to a letter now being mailed to all holders of war contracts in Canada, the sole purpose of these committees will be to carry on a drive for increased production "by means of studies of plant efficiency, encouragement and study of suggestions and similar proceedures." All questions of wage rates and union recognition are barred from consideration.

Government Stands Apart

Representatives of labor will be specially elected for the purpose "by a majority vote in a democratic way, department by department from employees within the actual plant and not on a total plant basis."

The government will not be a third party in the committees nor will it stand as arbiter between conflicting forces.

The Committee for each plant is to be maintained separate in all respects from that of any other plant, that is, there are to be no "industrial" committees covering groups of plants in the same industry.

The letter outlining the basis for the new committees has gone out under the signature of Frank H. Brown. Until last week Mr. Brown was secretary of the Departmental Production Committee of Directors-General. Under the reorganization announced last week, he is now chairman of the Committee and Assistant Deputy Minister in Charge of Procurement.

Sincerity Essential

Stress is laid on the fact that there must be "sincerity of purpose on both sides "and that the onus of forming such committees is to remain in the hands of management. There is to be no compulsion on the formation of such committees so far as the Department of Munitions and Supply is concerned: "the matter is one for decision by each individual management and the Department will take no responsibility whatever."

Recently in Windsor, Hon. C. D. Howe was quoted as saying that:

> If the government's request has not been acted on, some action may be taken to give the plan a boost.

Mr. Howe said the government specified that these councils should be to iron out production difficulties only, not for the purposes of organization.

Wage rates and "matters of similar character" are stated to be outside the scope of joint production committees and also outside the Department of Munitions and Supply. Other matters of long standing difficulty between capital and labor are also described as "inappropriate" to the work of such committees. Matters affecting working conditions so far as they affect production

(Continued on page 2, col. 5)

Will Publicize Dominion in the U. S.

By STAFF WRITER

OTTAWA.—Two matters of vital importance to Canada-U. S. relations are expected to be announced here this week.

First, appointment of Charles Vining as a one-man commission to report on means of improving publicity and public relations between Canada and the U. S.

Second, appointment of Lester B. (Mike) Pearson as Minister-counsellor to the Canadian Legation at Washington.

Mr. Pearson will "switch" jobs with Hume Wrong who is returning to Ottawa to carry on Mr. Pearson's work as assistant under-secretary of State for External Affairs.

The latter move is very important, quite apart from any recommendations which Mr. Vining may make. Mr. Pearson, because of personality, experience and point of view, is a public relations envoy extraordinary wherever he is. He is widely known to publicists and officials in the English-speaking world.

For months the government has been urged to establish some sort of public relations office in the United States where Canada can do some "plain speaking" to that country, and with that particular job the name of Charles Vining has long been associated.

Taxes Rose 269% Profit Up Only 3%

Contrasts Record of 146 Companies 1941 and 1939 — Profits Fall Behind Gain in Business Activity

By ARTHUR D. ELLWOOD

Canadian companies last year paid more to the government in income and "excess profits" taxes than they had left as net profits.

In other words the government took more than was left for the shareholders who own the companies

This estimate has been prepared by The Financial Post from the published financial statements of a group of 146 companies. In this case the taxes considered are only income and excess profits taxes. No estimate is made of the multitude of other taxes paid to the Dominion, to the provinces and to the municipalities.

For this group of 146 companies, income and excess profits taxes in 1941 required $187.1 millions; net profits after these taxes and all other charges—that is the final balance available to pay dividends—was $187 millions, or almost exactly $100,000 less.

Compared with the previous year net profits are up 8.1% for the whole group; taxes are up 51.6%. Compared with 1939, net profits show a rise of only 2.8%; taxes a gain of 268.8%. This large group actually reported a decline of 4.9% in net profits in 1940 as compared with 1939. Last year it made up this drop and a little more.

To get some idea of how little this group of companies—or their shareholders—are participating in the war-stimulated prosperity in Canada, a comparison with an accepted index of business activity or of national income can be used.

The Financial Post Index of Business Activity in Canada shows a rise from 118.7 at the end of 1939 to 166.6 at the end of 1941, the two-year period covered by this tabulation of earnings and taxes. Taking it year by year, the business index rose 9.0% in 1941, 25.3% from 1939 to 1941 and 40.0% from the end of 1938 to the end of 1941.

Canada's national income is computed on more than one basis but one established standard is that used by the Dominion Bureau of Statistics. This official estimate shows that Canada's national income in 1939 was $4.4 billions; it rose to $4.7 billions in 1940 and to $5.2 billions last year. The 1941 figure was 9.7% over that of 1940 and 18.2% over that of 1939.

Measuring the Changes

	1941 vs. 1940	1941 vs. 1939
	%	%
Business index (Dec.)	+ 9.0	+ 25.3
National income	+ 9.7	+ 18.2
Taxes paid (146 cos.)	+51.6	+268.8
Net profits (146 cos.)	+ 8.1	+ 2.8

Shareholders Left Out

The only conclusion possible from this summary of statistics is that Canadian companies — and their

(Continued on page 4, col. 4)

Summary of Tax and Profit Increases

	Taxes		Net Profits	
	1941 over 1940	1941 over 1939	1941 over 1940	1941 over 1939
	%	%	%	%
Banks	+ 12.8	+ 76.4	— 1.0	— 4.9
Iron and steel	+ 81.2	+ 471.5	+39.8	+ 36.1
Merchandising	+ 65.8	+ 246.1	+13.5	+ 24.1
Beverages	+ 66.4	+ 239.6	+24.0	+ 2.9
Construction	+ 37.7	+ 271.7	+15.6	— 8.7
Foodstuffs	+ 31.0	+ 121.9	+ 3.2	— 23.0
Metals	+ 38.1	+ 267.3	+ 9.6	+ 1.0
Miscellaneous	+ 68.0	+ 292.7	+ 4.9	— 0.1
Oil refining	+ 48.4	+ 185.8	— 8.4	— 16.8
Public utilities	+ 40.7	+ 176.3	+ 6.3	— 2.6
Pulp and paper	+158.0	+1,270.6	—19.6	+200.0
Textiles	+ 51.2	+ 446.7	+17.8	+ 0.1
Total 146 companies	+ 51.6	+ 268.8	+ 8.1	+ 2.8

This is Our Last Chance On Voluntary Rationing

By STAFF WRITER

OTTAWA.—Canadians got their last chance this week to continue the "honor" system of voluntary rationing. Opinion is known to be divided as to whether it is possible to enforce a half-pound ration of sugar without coupons, or to carry out the much more difficult plan of reducing tea consumption by a half and coffee by a quarter without the use of books.

So far, Canadian housewives have done one of the most noteworthy jobs in the entire war effort in adhering to Donald Gordon's request for reduction of sugar consumption to ¾ of a pound per person per week (aside from canning needs).

Even the most optimistic Price Board officials have been amazed how Canada's sugar consumption has plummetted down since the original announcement of a voluntary rationing plan some months ago.

The reason given for the new sugar cut (men and ships) is a very real one. Another important influence is the need for keeping in step with ration programmes in the U.S.

Now, a new set of problems must be faced.

The old sugar ration of ¾ of a lb. of sugar allowed a good margin for most households.

Now the Board moves into two "danger" zones: the limitation of sugar to a point where many persons will be "pinched"; and second, the introduction of rationing to commodities such as tea and coffee where "average" consumption figures have no general meaning and each person is put completely on his or her honor to do his or her own mathematics and cut consumption by half or a quarter in the case of these two commodities respectively.

Will it work? Chairman Donald Gordon holds tenaciously to the view that the "honor" system must be made to work as long as possible. Coupon rationing is still anathema to him according to well-informed sources. Recently Mr. Gordon gave this opinion for publication:

> "Any system of coupon rationing is tremendously expensive, leads to evasion and is wasteful of man power in its enforcement procedure. We shall stay away from it as long as possible."

On the other hand, it is known that certain studies are being made which will lead toward the introduction of coupon rationing just the moment the present plan proves to be impracticable.

Name New Triumvirate To Run M & S Detail

By STAFF WRITER

OTTAWA.—The real meaning of the reorganization in the Department of Munitions and Supply just announced is that a new triumvirate has been created to lift a large share of direct administrative responsibility off the shoulders of Hon. C. D. Howe and his deputy, G. K. Sheils.

To Frank H. Brown—a former superintendent of the Canadian Bank of Commerce—goes the lion's share of new responsibility. He becomes Assistant Deputy Minister in charge of Procurement. Other members of the triumvirate are R. C. Berkinshaw and J. P. Pettigrew.

One of Mr. Brown's most important new jobs is to head the Departmental Production Committee of which he was formerly the secretary. He succeeds Harry J. Carmichael who has asked to be relieved because of the increasing importance of War Supplies, Ltd. of which he is president. (War Supplies is the crown company which is responsible for negotiating and handling all sales of Canadian munitions and supplies to the U. S.) As well, Mr. Carmichael (who surprised his friends recently by getting married) is director general of the gun production branch and a member of the new Army Technical Development Board.

As assistant deputy minister in charge of procurement, Mr. Brown will have specific supervision of the following divisions and branches:

All production branches (guns, tanks, aircraft, automotive, arsenals, small arms ammunition, chemicals and explosives, gauge and cutting tools).
General Purchasing.
Shipbuilding.
Munitions contracts.
Defense projects construction.
Naval armaments and equipment.
Industry and subcontract co-ordination.
Army engineering design.
Industrial planning.
Industrial security.
Scrap disposal.
U. S purchases.
Aluminum production and inter-governmental distribution.
Requisitions and progress.

R. C. Berkinshaw becomes Assistant Deputy Minister in charge of Industrial Controls. He becomes a member of the Departmental Pro-

(Continued on page 2, col. [illegible])

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The Globe and Mail
Toronto, Thursday, May 21, 1942
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The War and Business . . .

After the War

What about the United Nations after the war?

David Wills, Director of Information of the British Supply Council of North America, speaking in New York last week, stated that Britain and the United States would have to stand together after, as well as during the war. When peace was established, he stated, the two chief partners at least should adhere to these three principles.

(1) Free movement of goods within tariff walls.
(2) A single currency.
(3) Free movement of peoples.

* * *

Practical Difficulties

Great practical difficulties are seen in the way of such development, however, by many thoughtful observers. The present wartime co-operation between Empire countries and the United States, it is stated, does not offer a great deal of foundation for peacetime building.

Current trade is almost entirely concerned with war. Goods are either non-competitive military equipment or food, also practically non-competitive because of urgent demand and acute shortage of shipping space. Present free movement of peoples, it is also argued, is of armed military forces for vital defense.

In peacetime, trade and movement of people would be of entirely different character. Only in such things as pooling of patents and similar government restrictions on manufacture, distribution and consumption of civilian goods do some observers see a wartime development that might be continued into the peace. Here, however, the difficulty would be to separate the palatable from the other kind.

* * *

To Check Living Index

The cost-of-living index is based on returns by 1,600 retailers sent monthly to the Dominion Bureau of Statistics, states Canadian Grocer. The question has been raised as to what check the authorities have on the correctness of the prices submitted.

Ottawa advises that steps are now being taken to guard against the possibility of wrong quotations in the future. While there is no suggestion that false information has been given, nevertheless if the prices sent in have not been checked in the past, what assurance is there that the cost of living has not advanced?

So far, everything has been on a voluntary basis.

* * *

No Sugar Beet Boost

Two main reasons appear to be behind failure of Ontario farmers to boost sugar beet acreage this year. Most important was delay in settling the price to be paid for this year's crop. Just at the time contracts should have been all signed and farmers' plans for acreage complete, negotiations over the 1942 contract price were permitted to drag on.

The other factor was fear of labor shortage. Sugar beets require an enormous amount of hand labor and last year's experience with acute shortages had made farmers cautious. Now steps have been taken to assure plenty of labor aided by use of Canadian-born Japanese but this again came too late. The result is that Ontario's sugar beet acreage is little changed from last year and well below the 40,000 acre objective needed to keep the two factories slicing beets throughout the fall season.

* * *

Canada's Divided Army

Present military strength of our army in Canada is approximately 150,000, exclusive of the reserve army.

In a tabulation included in last week's article, "Our Divided Army," the total of 151,300 for "home defense" strength designated 80,000 men as "reserve army," when in reality the reserve army is additional to the numbers shown.

The correct figures are:

PRESENT MILITARY STRENGTH
(1) Overseas—
Army overseas (about) 135,000
Comprising—
First, Second, Third Infantry Divisions, Fifth Armored Division, Army Tank Brigade.
(2) Army in Canada
Home Defense Personnel (NRMA) 31,300
Active (overseas) Personnel *120,000
151,300
(3) Reserve Army 70,000
*Approximately. Of these, some 40,000 are in training, the remainder are available as reinforcements, in units of the active army, instructors, staffs, etc.

It will be noted that Canada's army in this country includes 31,300 of home defense personnel (N.R.M.A.) who are attached to the active army for the duration but who cannot be called on to serve overseas unless they re-enlist voluntarily.

In addition, there are approximately 120,000 active service (overseas) personnel now in Canada in training, as reinforcements, in units of the active army, as instructors, staff, etc. Of this latter total, according to Mr. Ralston, approximately 40,000 are active (overseas) personnel now in training.

The Rumpus About Fuel Oil

(Continued from page 1)

gas-fired furnaces to burn coal without cost to the home owners. This policy on the part of the companies will have to stop if general orders are issued, it is stated. The cost for labor alone has been running around $5 per furnace and, if grates and fitting had to be supplied, around $15 or more. On the average it required two men about three or four hours where the householder had his old grates. It is estimated that upward of 10,000 homes in southwestern Ontario are heated by gas in the areas affected.

The Transport Problem

Behind the gasoline reduction in the Maritime Provinces and the order on fuel oil lies much confusion and contradiction.

Transportation is the basic problem. When Munitions and Supply Minister Howe told Parliament that the new Portland-Montreal pipe line had been shut down for three weeks and that for almost two weeks in April major shipping did not move on the Atlantic coast due to submarine menace, he told a lot of the story.

With no oil coming into the Halifax refinery of Imperial Oil, major source for the Maritimes of both gasoline and fuel oil, and none coming to the Montreal group of refineries, eastern Canada was restricted to only two sources of supply.

The pipe line to the Imperial Oil's refinery at Sarnia is working to capacity but this capacity is not sufficient to supply the Sarnia refinery up to its refining limit. Other refineries at Petrolea and in the Toronto area have to depend on tankers or barges and there are apparently not enough lake tankers to go around.

Tank cars are being used to carry fuel oil—but not gasoline, according to Mr. Howe—to Quebec and the Maritimes. Prime need is fuel oil for ship bunkering in these areas. Gasoline lack inconveniences the civilian population but ranks well behind fuel oil priorities in the official view.

More Fuel Oil Wanted

Changes are being made in refinery practice in eastern Canada and much of the United States. Emphasis for years has been on obtaining as much gasoline out of each barrel of crude oil as possible. Modern refinery methods were all directed toward increasing the per barrel yield of gasoline and improving the quality of the gasoline. Fuel oil was residue which was invariably in excess supply.

Today the emphasis is away from ordinary motor car gasoline and toward the high-grade gasoline for airplanes and fuel for ships. Refineries are altering processes to make more fuel oil and more aviation gasoline. Fortunately, refining processes are relatively flexible and permit this changed emphasis, but the change has also involved plant additions and alterations.

This process is going on in Canada as fast as it can be carried out. New refineries have been, or are being built by British American Oil and Imperial Oil, for example, designed primarily to increase yield of aviation gasoline and lubricating oils. How far it has gone is not known exactly but the old relationships between the amount of gasoline and the amount of fuel oil that a barrel of crude oil gives are being changed to an important degree.

Here is how modern refining practices would break down a 42 gallon (U. S.) barrel of crude oil.

Each 42-gal. barrel of crude oil will provide:

	Gals.	What it will do:
Aviation gasoline	0.5	Drive a pursuit plane 20 secs.
Gasoline	18.4	Drive an automobile 278 miles at 30 miles per hour.
Residual fuel ...	10.2	Drive the Queen Mary 105 ft.
Distillate fuel ..	6.0	Drive a Diesel truck 6 hours.
Hydro-carbon gases, asphalt, wax, petroleum coke..	3.3	Various uses.
Kerosene	2.4	Drive a farm tractor 2½ hours.
Lubricating oil ..	1.2	Various uses.

Present goal is said to be to reduce gasoline yield per barrel by 20% and make a corresponding increase in fuel oil output. There is also talk in the United States, where the basic price structure for Canada is established, of altering the price structure to place fuel oil—not gasoline—in a better money-making position from the refiner's standpoint.

In the Middle West area of Illinois, Indiana, Oklahoma, Ohio, Kentucky, where basing prices are established for most of the world, gasoline yield per barrel was 52.2% last year on the average. It is planned to so shift the price structure as to make it profitable to turn out more fuel oil and less gasoline.

Name Triumvirate To Run Detail

(Continued from page 1)

duction Committee and takes in turn Mr. Brown as member of the committee he leads, the Wartime Industries Control Board.

J. P. Pettigrew, previously chief executive assistant to the Deputy Minister, becomes Assistant Deputy Minister in charge of organization and financial controls. Mr. Pettigrew will have under his specific supervision the following branches or units:

Comptroller's branch.
Liaison with the treasury.
Secretary's branch.
Personnel and organization.
Purchase investigators.

Under the new set-up, the following branches or other units of the department now report directly to the minister through the deputy.

Government-owned companies.
Departmental production committee.
Washington office.
United Kingdom representative.
General counsel & asst. general counsel.
Legal branch.
Economics & statistics branch.
Publicity branch.
Wartime administrator, Port of Halifax.
Director of protection, petroleum reserves.
Dep't. of Trade & Commerce liaison officer.
M. & S. member on war contracts depreciation bd.

Other changes announced include:

W. E. Uren, former deputy priorities officer, becomes priorities officer and director general, priorities branch.

H. K. Thompson, former associate director general, munitions contracts branch, becomes director general of that branch.

W. D. Low, A. J. Martin and W. F. Williams will continue to serve as executive assistants to the Deputy Minister, but Mr. Low's title is changed to executive assistant (procurement).

Urge New Labor-Management Plan

(Continued from page 1)

would however be a matter for discussion by these committees.

A similar programme has been developed in Britain. Recently, the U. S. War Production Board under chairmanship of Donald Nelson instituted similar plans for U. S. plants. The impetus for a country-wide approach in Canadian plants grew apparently out of the U. S. programme although individual war industries in Canada, notably aircraft plants have developed similar committees in various plants.

The M. & S. programme parallels to some extent the programme for better employee-employer relations being launched under the Department of Labor by Elliott M. Little, Director of National Selective Service. Mr. Little has placed great emphasis on what can be achieved to increase plant and worker efficiency if men are working "with you and not merely for you." Mr. Little believes in flexibility of organization to achieve results. He is planning a concerted effort to enlist labor and management in fostering better relationships. Presumably the two movements will be tied together eventually.

In Canada's aircraft industry, labor-management committees have been getting into operation in key plants for a considerable time. Ralph P. Bell, director-general of aircraft production has been active in contacting all employers and assisting in working out plans for incentives and rewards to employees who devise ways of stepping up production. Corresponding programmes in individual aircraft plants in the U. S. are reported to have been "highly successful."

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Apply giving full particulars and salary required.

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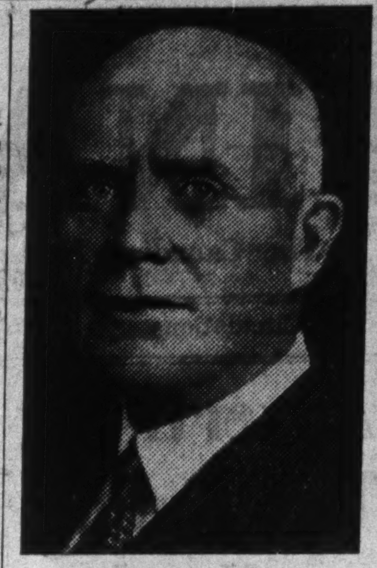

PRESIDENT ELECT

John G. Parker is president elect of the Canadian Life Insurance Officers Association holding its annual meeting at the Seigniory Club, Montebello, Que., this week. Mr. Parker is general manager of the Imperial Life Assurance Co.

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May 30, 1942

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Bond Redemptions

Bond Issues:	Rate	Year	Due	Price
Mtl. L. H. Pr. ..	*3½%	1956	June 1	102½
Inter-C. Bak. ..	†5½%	1948	July 1	101½
Int. Paper, A. B	5%	1947	June 1	▲
Star St. Ldry. ..	6½%	1943	July 15	101
Paton Mfg.	‡4½%	1956	Sept. 1	103

*$169,000. †$97,000. ‡$12,500.
▲Tenders for $116,789.

HOLD HIGH THE TORCH OF FREEDOM

Manufacturers Of War Material
BORROW TO SPEED PRODUCTION

Manufacturers, who need funds to increase their speed in fulfilling Government contracts, are invited to discuss their requirements with the manager of our nearest branch office.

Borrowing to pay wages or to buy raw materials for making war supplies of great variety is an everyday transaction at the Bank of Montreal.

BANK OF MONTREAL
"A Bank Where Small Accounts Are Welcome"
Modern, Experienced Banking Service... *the Outcome of 124 Years' Successful Operation*
A157

Simpsons Business Seen Well Ahead

(Continued from page 1)

$9.13 a share, a five-year record of full dividend coverage and an accumulation of $22.62½ in dividend arrears.

Another Story

Those in touch with company operations have a different story to tell. Department store sales in Canada during April were 10% better than a year ago, sales in the first four months of this year averaged 18% above the corresponding period of 1941. As already noted Simpsons is no exception to this trend. Inventories are still being replaced at prices to allow a profit and while freely admitting that the war will probably bring a still further tightening in the availability of some materials these sources are inclined to scoff at stock market "cold feet," pointing out that at the end of 1941 Simpsons showed an inventory of $12 millions against $8.4 millions the year before and $7.5 millions at the end of 1940.

The market on Simpsons preferred this week took a little more heart by midweek had cautiously crept back to 69 bid 71 asked—the best quotation in a month.

Save Gasoline
WITH THE NEW
GOOD RICH
Polymerized
GASOLINE
GOOD RICH REFINING COMPANY, LIMITED

Weekly Record of Financing in Canada

SALES BY MUNICIPALITIES, PROVINCIAL AND DOMINION GOVERNMENTS

Municipal—	Date Issued	—Sold to—	Rate	Due	Amount	Price	Yield
County of Carleton, Ont.	May	Bank of Toronto	3¼%	1943-45	$37,750	103	.....
Fort William, Ont.		Bank of Montreal	3½%	......	97,163	102.45	.....
Fort William, Ont.		Dominion Securities	3½%	......	18,500	103.267	.....
District of Maple Ridge, B.C.	May	A. E. Ames & Co. (Privately)	4%	1943-57	40,000	*100	.....
Midland, Ont.	May	Harrison & Co.	3%	1-5 yrs.	137,000	....	.....
			3½%	6-10 yrs.	163,000		

*Offering price.

Windsor Oversubscribes For The Red Cross!

WINDSOR GAVE OVER $275,000
WINDSOR'S QUOTA WAS .. $250,000

This drive was completed Friday, May 22, three days before the close of the campaign, with an oversubscription of $25,000 and with more rolling in.

Canadians were asked to give $9,000,000 or less than $1 per person.

Windsor gave $2.50 per person.

As Usual Windsor More Than Did Her Part.

The Windsor Star
WINDSOR ONTARIO
Canada's Best Read Newspaper
Serving a Community of Wonderful Citizens

This Week The Financial Post Asks About —

A Separate Air Force For Canada

"Should Canadian Airmen Overseas Continue to be Pooled With the R.A.F. or Would it Improve Morale, etc., to Form Them Into All-Canadian Squadrons to Co-operate With the R.A.F.?"

A. C. Casselman, M.P.

Conservative member for Grenville-Dundas in House of Commons, and served with heavy artillery in first Great War.

The special appeal of the Canadianization of the Royal Canadian Air Force would appear due to the fact that the exploits of all Canadian squadrons would be known to the world as a distinctive Canadian contribution. This sentimental advantage, in my view, is heavily outweighed by the paramount consideration — namely the unification of the operational activities of the whole air force in Britain and radiating from Britain or any other theatre of war. Insistence of Canadianization appears to me to defeat the purpose and the ideal of the Commonwealth Air Training Plan.

• • •

Hughes Cleaver, M.P.

Liberal member for Halton, Ont., in House of Commons and with tanks in the first Great War.

I believe the present morale of Canadian airmen is unsurpassed in any force in any country in the world. All of our resources and those of our allies should be pooled to achieve victory. The actual mechanics as to how our armed forces on land, on sea, and in the air can be operated with those of our allies to the best advantage can safely be left to our defense ministers.

• • •

M. L. Douglas

President, John B. Stetson Co. (Canada) Ltd., Brockville and flyer in the first Great War.

My personal opinion is that national morale would benefit by our airmen overseas being grouped together in an all Canadian Air Force co-operating closely with the Royal Air Force and other United Nation air forces under a unified command.

This policy would be consistent with that adopted for the Canadian army overseas and might give more complete play to Canadian initiative and imagination and other desirable characteristics which we consider as essentially Canadian.

This might also enable us to get away from the relative anonymity so generally observed in connection with outstanding Canadian exploits in contrast to the use the United States makes of such cases as morale builders.

I recognize that these are "arm chair" observations and that other considerations available to the Department of National Defense may justify the present plan.

• • •

Col. Geo. H. Drew

Well-known writer on military affairs, leader of the Ontario Conservative party, former artillery battery commander in the first Great War.

There is a great deal of misunderstanding about the proposal under discussion. There are already many Canadian squadrons in Britain and nothing to prevent the formation of as many more as are considered advisable.

What is suggested is to force all Canadians to join separate Canadian squadrons regardless of the needs of squadrons now in existence. That would defeat the fundamental purpose of the Empire Air Training Plan.

I talked to scores of Canadian airmen in Britain last fall and without exception they were strongly opposed to the segregation of Canadians. Their lives depend upon experienced leadership and they want to serve under the best men whether they come from Canada, England, Scotland, Ireland, Australia, the United States or elsewhere. This is no time to start making changes in the best fighting team in the world.

• • •

R. S. Johnston

President, United Empire Loyalists Association of Canada, Hamilton.

The United Empire Loyalists Association of Canada, of which I have the honor to the president, is non-political and I am unable, therefore, to speak on their behalf with reference to your enquiries as to the pooling of our air forces.

• • •

Ronald A. Keith

Editor, Canadian Aviation, Toronto.

Some of the arguments in Parliament on this question seemed to be slightly off the track. After all, the question is not whether Canadian officers will get better opportunities for promotion under the R.A.F. or how Canada can win the most glory. The vital consideration is: How can we most efficiently get along with winning the war? Early in the war, absorption of Canadians into the R.A.F. was necessary because R.C.A.F. personnel did not have operational experience. I believe the balance weighs in favor of R.C.A.F. squadrons, primarily because of the all-important morale consideration. This would not mean, of course, a separate strategy. The R.C.A.F. squadrons overseas would be under the R.A.F. high commands.

• • •

Stewart Lyon

Official correspondent, Canadian Corps, France and Belgium, 1917, former editor, Toronto Globe, former chairman, Hydro-Electric Commission of Ontario.

Canadian airmen engaged in army co-operation work—vitally important when invasion of the continent is undertaken—should be as much a part of the Canadian army as tanks, artillery or engineers.

The Canadian Corps was sent to Passchendaele in 1917. The British Army Chiefs proposed to send the Canadians north by divisions, utilizing with them British guns already on the field of battle. Generals Currie and Morrison insisted that Canadian gunners should be used to cooperate with Canadian infantry in accustomed team play.

They won out. I carried a message from Haig to Currie which said: "Whatever use was made of the Canadians they would operate as a corps."

The Canadian army today needs its own airmen as much as it needed its own gunners in 1917.

• • •

W. R. "Wop" May

Manager, Air Observers School, Edmonton, flyer in first Great War and one of best known commercial airmen in Canada.

I speak from experience and it is my personal opinion that it is a reflection on our ability and intelligence not having our own leaders control the destiny of our air-crews who have volunteered to uphold the honor of Canada, and perpetuate the records of Bishop, Barker, Collishaw, McLaren and hundreds of others who made the Canadian pilots name a by-word in the last war.

The ability of the R. A. F. and its deeds of valor cannot be questioned. But I am confident that our air-crews under our own compentent leadership, which is by no means lacking in the R. C. A. F., would bolster their morale and not put them at a disadvantage under the command of officers who, through no fault of their own, may not understand their temperament and viewpoint.

• • •

W. W. Rogers

Saint John, N.B., flyer in first Great War and squadron leader at the start of this war.

Canadian squadrons should be formed from Canadians in the R. A. F. A competitive spirit will improve the combined effort. Canada's war effort in this direction should be recognized. I feel that better results can be produced by our airmen in all-Canadian squadrons with full scope to use the dauntless courage, skill and resourcefulness with which they are endowed.

• • •

W. J. Sanderson

Former president and managing director, Fleet Aircraft Ltd., Fort Erie, Ont., and flyer in first Great War.

Without knowing all the details my thoughts would be that the R. C. A. F. be a separate Canadian unit with squadrons being attached to any R. A. F. unit if required. I believe all fighting men would fight better if allowed to be directly under their respective country as each man is always proud of his unit, and to me it would be more effective to have the Canadian individuality kept alive. There should be a supreme commander for air on each front who would have command of all air units.

Canadian Air Vice-Marshal Talks on "Pooled" R.C.A.F.

In view of the present controversy about "Canadianizing" R. C. A. F. squadrons overseas, a broadcast to the C.B.C. National Network by Air Vice Marshal Harold Edwards during the United Nations Air conference was significant

Air Vice Marshal Edwards, who has been air officer in chief, R.C.A.F. Overseas, for the past six months pointed out some of the special problems he has dealt with in making the Canadian airman a completely efficient unit

"What about his pay?" asked Air Vice Marshal Edwards. "The rate was in dollars, but he got it in pounds, and a certain amount was held back to his credit so that he wouldn't be getting more than his room-mate in the R.A.F.

"What about his mail? It didn't matter so much about the English room-mate's mail, because if the letter didn't come through on time he could go to the nearest phone and set his mind at ease. But if the Canadian didn't get a letter last week or this, he would worry and worry is not a good thing in a Spitfire over France

"What of his exercise and his holidays? I'm afraid he'll never prefer cricket to softball or a pantomine to a good rip-snorting Western movie.

"What of his religious services? Any padre here will tell you a Canadian airman likes to hear a Canadian voice taking the services. What of his medical and dental care? British practitioners rank with the world's best, but you'll never convince our airmen that the cure for his aches and pains—and wounds—lies other than in the hands of Canadian doctors and dentists.

"What of his morale, in its broadest sense? Our airmen get along magnificently with the English people, and with their comrades from every other part of the Empire and the world; but from time to time they crave a chat with another boy from the back concession or the back street, or from the flying schools they both attended in Canada."

For this purpose Air Marshal Edwards said the R.C.A.F. overseas had embarked on an intensified job of personnel work.

Power for Aluminum Plan Still Under Consideration

From Our Own Correspondent

MONTREAL.—No further developments have taken place on the proposal to divert power from newsprint to aluminum production. Representatives of the American Government have been in Montreal lately discussing the electricity situation with H. J. Symington, Power Controller, but it is not known whether any decision has been reached.

Opinion in the newsprint industry is still that the Power Controller will curtail deliveries of power. Just when is guesswork. Indications are, however, that the extra power probably will not be needed until the end of the year or early in 1943. Sometime before that it will be necessary for the Power Controller to inform the newsprint operators of restrictions he proposes to apply.

Add to Water Supply

Meanwhile steps are being taken to effect an increased supply of power, especially in the Saguenay and St. Maurice River systems. Work on the extension of the Chute á Caron plant of the Aluminum Power Co. is making satisfactory headway. The same company has under construction the new development at the Shipshaw site, a short distance away. The latter will add several hundred thousands of horsepower to the available supply in the Saguenay region and will go far toward relieving the power shortage.

While no particular plant work is planned in the St. Maurice region, plans under way call for an increase in the available water supply. Along these lines it is proposed to add to the height of the dam at the Gouin Reservoir at the head of the St. Maurice River in order to increase the impoundage of water. In addition the Quebec Streams Commission has started a project to divert the waters of the Megiscane River, which now flow toward Hudson Bay, into the Gouin reservoir. With increase in water supply at Gouin, it will be possible for Shawinigan to step up the power output in its plants on the St. Maurice River.

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The ALPINE INN,
Ste. Marguerite Station, Que.

On the Record

One type of bomber requires more than 2 miles of copper wire; another needs 500 pounds of copper. A battleship needs 2 million pounds of copper.

About 30 products, mostly imported food items have been placed on the list of goods not eligible for subsidy.

Use of steel, copper, zinc., etc., is prohibited in the manufacture, processing or assembling of about 90 articles of commercial and household use as a further means of conserving vital metals for war purposes.

Manufacture of metal venetian blinds has been prohibited.

A 45,000 ton battleship requires 20,000 tons of steel; an aircraft carrier, 17,000 tons; a cruiser, 5,500 tons; a destroyer, 700 tons. A medium tank uses 72,000 pounds of steel.

No new tires or tubes will be permitted for buses unless the operator has first obtained an approval from the Transit Controller.

Gasoline stations situated five miles or more from the limits of a city or town with a population of 5,000 or more will be allowed to remain open until nine o'clock on Saturday nights from now until the end of October to help the farmers.

Personnel administration courses, sponsored by the government, will be opened at Queen's University, Kingston and Toronto University in June.

Present quotas for the release of copper under which industry has been operating will be abolished. War needs will come first, services essential to public health and safety next and other commercial and industrial requirements last.

$166 millions a month is the new objective set for war savings.

H. G. Stewart appointed director of the Parry Sound subregional office of W.P.T.B.

Major Leonard R. Andrews Deputy Timber Controller, appointed Deputy Timber Administrator of W.P.T.B.

Fred W. Jones, general sales manager, Hobbs Glass Ltd., London, Ont., named director of the Management Service Section, Division of Simplified Practice, W.P.T.B.

Gordon Shafer, Shafer-Haggart, Ltd., appointed director of fish oils (Pacific Coast) for W.P.T.B.

Russell T. Black, Senneville, Que., named supervisor of regional offices, W.P.T.B.; **E. W. I. Keenleyside** appointed deputy supervisor.

Petrolia, Ont. tax collections on current levies showed a slight improvement during 1941 at 79.47% of the total. Total tax arrears now amount to $22,613. Debenture debt of the town is being steadily reduced with total outstanding principal as at Dec. 31, 1941, being $63,544. The town had a surplus of $1,633 in 1941.

TAKE PART
OF YOUR CHANGE IN
WAR SAVINGS
STAMPS
MAKE YOUR QUARTERS FIGHT!
THE NATIONAL CASH REGISTER COMPANY OF CANADA, LIMITED
in co-operation with THE DOMINION GOVERNMENT

MAKE YOUR QUARTERS FIGHT *For Victory*

YOUR COUNTRY appeals to you now to keep on buying War Savings Stamps . . . to buy them regularly . . . and to buy as many as you can. And here's a simple and convenient way to answer this earnest appeal.

Retail merchants in your neighborhood are co-operating in a nation-wide plan to make it easy for customers to take part of their change in War Savings Stamps. These merchants display cards or stickers (similar to the one reproduced here) in their stores or on their cash registers. They keep good supplies of War Savings Stamps always on hand, along with War Stamp Folders.

Take advantage of these facilities offered by your neighborhood merchants. **Every time you shop, take part of your change in War Savings Stamps.** You'll never miss the odd quarter and you'll be surprised at the way the stamps mount up to give you a handy reserve sum invested in War Savings Certificates. More important than anything else, your quarters will work along with the quarters of thousands of other Canadians to provide money vital to victory . . . vital to the preservation of this country and the continuation of its free and happy way of living.

Make your Quarters fight for Victory. Take part of your Change regularly in War Savings Stamps.

The National Cash Register Company
OF CANADA LIMITED
Head Office and Factory: TORONTO Sales Offices in All Principal Cities

一分之預防
勝于一小時之診治

—and that goes for typewriters, too!

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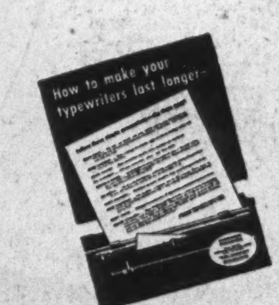
Underwood Elliott Fisher services Underwood Typewriters as only *the builders* can! Its coast-to-coast maintenance staff—factory-trained and equipped to make thorough inspections and authentic adjustments—assures the years of new-machine speed, accuracy and economy, that are built into your Underwoods.

Play safe! Phone or write Underwood Elliott Fisher for maintenance service . . . *today!*.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B. C. Fishing Industry Plans for Big Catch

From Our Own Correspondent

VANCOUVER.—British Columbia's fishing industry is preparing to match last year's record production, when more than 3 million cases of canned salmon and herring were shipped overseas—nearly all to the United Kingdom.

The catching and packing of fish has become one of the west coast's most vital war industries, and the British and Canadian governments are doing their best to expedite operations.

This year, for the first time in history, the entire canned salmon pack will be shipped to the United Kingdom, and the domestic market will have to get along with fresh or frozen fish.

The demand in Britain for British Columbia herring is also very great, due to the restriction of fishing in the North Sea and the elimination of European and Oriental sources of supply.

Fisheries production, most of it centred in the Vancouver area and at Prince Rupert, was valued at about $25 millions last year and as usual the west coast province led all Canada by a wide margin. But this year the economic consideration is subordinate to the question of production. Fishermen will be paid good wages and the packers hope to make a satisfactory return, but no one hopes to make much profit out of this wartime business.

For the first time in many years the British Columbia fisheries will be operated without Japanese. Early in the war with Japan, more than 1,100 fishboats operated by Japanese were commandeered by the navy, and most of these have since been converted into naval use or turned over to white fishermen. The official belief is that production will not be hampered by withdrawal of the Japanese. If necessary, conservation measures will be relaxed to enable fewer men to make up for the deficit in catch that might otherwise occur.

To compensate for any loss in floating equipment the Canadian government has awarded contracts for the building of several new, large seiner-packers—all 78 feet in length and costing about $60,000 each, and they are now being assembled in Vancouver yards.

The British Columbia fishing fleet is preparing to play an important role in defense of the coast should enemy attacks be attempted. The navy has made arrangements to warn all fishing vessels in the event of the approach of the enemy, and every fisherman and fishboat is liable to call if needed to help move soldiers and equipment from point to point where there are no coastal roads or other means of transportation.

Salmon is the main item in British Columbia's fish production and halibut ranks second, with herring following close behind as a result of its spectacular gains in the past two years. The halibut season is the first to begin, and more than 150 halibut boats have already sailed from Vancouver and Prince Rupert for the fishing grounds off Vancouver Island and in Quatsino Sound and the Queen Charlotte waters. B.C. halibut fishermen usually bring in a haul worth a million dollars.

In value, salmon heads the list by a wide margin, usually representing a revenue of some $15 millions. Investment in the salmon industry represents a good many millions of dollars, and the leading operators are B.C. Packers, Canadian Fishing Company, Anglo-British Columbia Packing, Francis Millerd, Nelson Brothers, Nootka Packers. Cannery investments alone total $35,000,000.

Trends
IN INVESTMENT

Maintenance of dividends and financing of requirements from profits, as practised by Canadian companies, is far from all it might be, in the opinion of C. A. Ashley, writing in the Commerce Journal of the University of Toronto Commerce Club. He has analyzed 52 companies over some 14 years. Aggregate profits for the whole period were $1 billion, dividends were $680 millions. Profits retained were $320 millions. New capital issued amounted to $75 millions, half of it in the period of 1928 to 1931, and $22 millions of capital were redeemed.

Professor Ashley states the conservative standard of a well managed concern is one that should put back into business $1 for every $1 declared in dividends and says that:

"By this criterion 16 of the companies were well managed, although two or three show little other sign of it."

• • •

Another 13 companies had distributed dividends in excess of profit over the period studied. Conclusions from this study are not as significant as those for the other 52 companies. The group is swamped by Imperial Oil with its large profit every year and its excess dividends resulting from a policy of disinvestment. Canadian Cottons also made profits every year and maintained a preference dividend although stopped paying on common two years after dividends exceeded profits. Dominion Bridge made profits every year but reduced its dividend four times. Massey-Harris was responsible for $14.5 millions of the $25 millions of new capital issued by these companies and made a loss for the seven years after the issue.

• • •

Throwing cold water on anything which might start an upward movement and increased interest in the stock market is at least unpopular and perhaps unnecessary. But word from New York indicating that "far-sighted" investors in that country are basing their mildly renewed interest in stocks on continued peace rumors seems rather far-fetched. There is certainly no harm in laying plans for the postwar world; in fact such is much to be desired. But to suggest that peace is near, as seems to be done in many cases, seems overly optimistic.

Whatever the reason, recent trading in New York has seen greatest activity in stocks which would benefit most from the return of peace. At the same time other stocks now stimulated by the war effort are losing favor.

Such trends are inevitable, but it seems that investors would be well advised to be cautious in acting on plans based on an early coming of peace.

—Blank Stoller photo.

VICE-CHAIRMAN

Louis Robert, of the firm of Geoffrion & Robert, who has been elected vice-chairman of the Montreal Curb Market, succeeding Paul-E. Ostiguy.

—Blank Stoller photo.

MONTREAL CURB HEAD

Douglas S. McMaster, former chairman of the Montreal Stock Exchange, who has been elected chairman of the Montreal Curb Market for the current year. He succeeds A. S. Beaubien.

Urges Montreal Clean Up Debt

From Our Own Correspondent

MONTREAL.—Expressing its apprehension of the financial situation of Montreal, the Montreal Board of Trade has addressed a communication to the municipal executive committee urging the necessity of an agreement between the city and its creditors on re-financing of the civil indebtedness.

The communication also places on record the Board of Trade Council's opinion as to "the necessity for adequate and effective financial control of the future, in order that the interest of both taxpayers and creditors may be protected from the unsound practices which impaired the city's credit in the past."

A working plan for consolidation of Montreal's debt was prepared in October of 1941. The Board of Trade points out the plan stipulated financial control and that no agreement as to details has been worked out as yet.

"While interest continues to be paid on past due debts of the city in the currency in which those debts are expressed, and at the interest rate stipulated," the letter says, "large amounts of City of Montreal obligations are now overdue, payable in Canadian funds and sterling funds. The aggregate of such overdue debts amounts to approximately $26 millions and there are additional obligations due within the next few months."

The trade association observes that the city has been in default as to principal on part of its debt for two years "and the continuation of this condition of affairs cannot fail to have a serious effect on the future of the city."

Survey of 146 Canadian Firms Show Taxes 269% Higher

(Continued from page 1)

shareholders—have had no share in Canada's war-stimulated prosperity. Their share of the national income has barely held its own while the needs of the government took an ever-growing share of the wealth created by their companies.

Actually the proprietor's share of the national income has fallen even more behind than these figures indicate. The Nesbitt, Thomson index of dividend payments stood at 138.8 in January, 1939. By the first of the following year it had declined to 124.7 and for January this year it was 121.3.

This indicates a total decline in the three-year period of 17.5 points, or 12.6%. In other words, dividend payments failed to keep pace with even the extremely modest rise in aggregate net profits, up 2.8% during this time. If the matter of personal income taxes were estimated, the shareholders' position would appear even more bleak.

Wide Variations

In the attached table, these figures are broken into 12 major groups. These groups show wide variations in their performances, both as to tax payments and net profits.

Six groups—banks, construction, foodstuffs, miscellaneous, oil refining and public utilities—report lower net profits in 1941 than they did in 1939, a year which included comparatively little of the war's effects and for all practical purposes can be considered a pre-war year. The declines range from 23.0% for the foodstuffs and 16.8% for the oil refining group down to 0.1% for the miscellaneous group.

Comparing 1941 with 1940, three groups show declines, suggesting that the worst of the blow was felt in the first complete war year. Banks are down again as is oil refining but pulp and paper, the best performer of 1940, shows a drop of 19.6% last year.

Turning to the gains, it is found that iron and steel has made the greatest gain in net profits with 36.1% for the two-year period and 39.8% for 1941 alone. Beverages come next, followed by textiles and construction.

On the tax compilation, remarkable rises are shown. Pulp and paper, for example, paid 1,270.6% more taxes in 1941 than in 1939; iron and steel 471.5% and textiles 446.7%. The banks show the smallest rise in taxes but they are consistent in showing lower profits. Not one group shows lower taxes in 1941 than in either 1940 or 1939 although several report reduced profits.

Tax and net profit figures for 146 companies for three years follow:

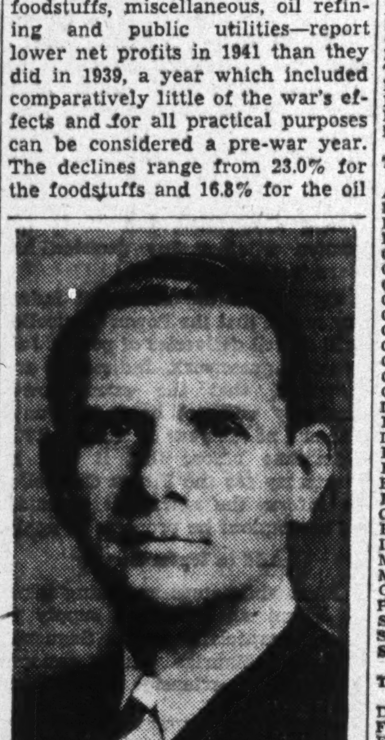
Taxes and Profits – By Industries

	Taxes			Net Profits		
	1941 $000	1940 $000	1939 $000	1941 $000	1940 $000	1939 $000
Banks	9,120.3	8,084.5	5,169.4	13,113.5	13,239.4	13,757.6
Iron & steel	30,167.0	16,645.6	5,278.3	24,703.2	17,676.7	18,154.5
Merchandising	3,391.2	2,045.9	981.8	3,680.0	3,243.6	2,965.4
Beverages	3,104.4	1,865.3	914.0	3,491.4	2,816.5	3,393.1
Construction	1,686.4	1,224.7	453.7	1,250.3	1,082.0	1,354.9
Foodstuffs	1,161.5	885.7	523.4	1,545.9	1,498.6	2,006.6
Metals	63,395.4	45,894.3	17,261.8	62,570.4	57,069.1	61,986.9
Miscellaneous	16,389.8	9,757.0	4,173.2	19,452.3	18,548.7	19,460.8
Oil refining	15,656.0	10,548.6	5,477.6	20,369.8	22,245.0	24,484.7
Public utilities	23,789.1	16,912.0	8,609.6	27,287.0	25,664.8	28,020.8
Pulp & paper	11,673.1	4,524.5	514.1	4,692.5	5,837.9	1,564.8
Textiles	7,522.7	4,974.3	1,375.9	4,799.8	4,074.2	4,757.5
	187,056.9	123,362.4	50,732.8	186,956.1	172,969.5	181,907.6

Taxes and Profits – By Companies

	Taxes			Net Profits		
	1941 $000	1940 $000	1939 $000	1941 $000	1940 $000	1939 $000
Banks						
Montreal	2,242.9	1,927.8	1,198.4	2,937.0	2,935.9	2,962.4
Royal Bank	1,892.2	1,823.9	1,204.8	2,810.9	2,901.8	3,174.8
Can. Bank of Comm.	1,665.9	1,525.0	988.4	2,409.1	2,402.2	2,431.7
Nova Scotia	1,061.9	1,004.0	559.1	1,480.6	1,491.3	1,593.3
Toronto	902.9	566.5	328.8	1,121.5	1,044.5	1,124.2
Imperial Bank	504.5	487.8	325.8	722.1	811.0	866.2
Dominion Bank	449.0	370.1	264.2	704.3	723.7	814.7
Banque Can. Nationale	251.6	233.5	169.3	686.3	687.5	693.1
Provincial Bank	149.2	145.6	110.3	241.1	241.0	296.8
Total 9 banks	9,120.3	8,084.5	5,169.4	13,113.5	13,239.4	13,757.6
Iron and Steel						
Amalg. Electric	109.8	51.9	13.6	105.5	79.8	56.5
Beath, W. D.	91.7	48.6	....	131.6	90.4	—6.1
Bertram & Sons	1,340.0	523.3	19.0	385.1	131.3	55.6
Burlington Steel	133.0	95.0	31.6	151.3	130.7	110.7
Canada Cycle	409.9	302.1	112.7	333.3	372.8	368.2
Canada Foundries	386.0	199.6	27.0	147.3	105.0	104.9
Canada Iron Found.	470.0	332.0	61.0	491.4	518.4	367.0
Canada Wire	2,170.1	1,089.0	187.0	1,043.1	743.1	690.8
Canadian Bronze	283.0	120.0	70.0	281.1	187.7	267.4
Canadian Canners	1,300.0	673.8	426.4	1,123.3	1,011.0	1,529.7
Can. Fairbanks-Morse	1,336.4	553.5	35.3	465.5	196.6	133.6
Can. General Electric	6,600.0	3,004.9	412.2	2,479.5	2,308.0	2,150.0
Canadian Locomotive	133.0	101.6	....	155.5	28.3	—147.8
Candn. Westinghouse	3,450.0	1,558.0	163.0	1,418.3	1,203.3	829.1
Disher Steel	38.0	26.8	3.3	32.3	38.1	13.2
Dom. Engineering	395.0	530.0	....	290.6	209.8	—127.5
Dom. Foundries	850.0	340.0	312.0	1,095.5	501.1	1,212.6
Easy Washing	47.0	21.3	6.5	32.4	25.3	25.0
Enamel & Heating	22.0	1.2	0.3	26.8	3.6	0.3
English Electric	80.0	125.0	20.0	107.1	129.7	75.0
Ford Motor Co.	2,110.0	1,950.8	640.7	3,279.6	2,584.3	3,012.5
General Steel Wares	440.0	299.5	137.5	555.7	435.5	626.2
Hamilton Bridge	401.7	127.2	....	195.0	164.3	—82.7
Inter. Metal Industries	860.0	475.0	329.0	881.6	878.3	765.4
Mitchell, Robert	1,570.7	209.8	...	384.6	148.0	—23.1
Modern Containers	132.6	61.1	15.8	67.3	54.3	63.4
Ottawa Car	45.0	27.8	16.0	53.6	50.0	75.7
Page-Hersey	1,847.3	625.3	283.1	917.4	942.0	1,126.5
Sangamo Co.	125.0	145.0	55.0	143.0	127.6	172.3
Sarnia Bridge	75.8	21.5	0.8	24.2	14.1	3.5
Steel of Canada	3,520.0	3,005.0	1,899.5	4,439.7	4,264.3	4,686.6
Total 31 companies	30,167.0	16,645.6	5,278.3	24,703.2	17,676.7	18,154.5
Merchandising Securities						
Dominion Stores	130.8	56.8	....	170.0	100.8	—125.3
Fanny Farmer	720.0	384.0	234.0	977.8	976.9	960.4
Freiman, A. J.	90.0	35.0	11.0	106.4	65.6	48.6
Great West Saddlery	60.5	53.0	12.8	57.8	48.9	48.4
Holt, Renfrew	83.0	55.0	15.0	112.6	101.9	63.7
Legare Co.	51.8	24.2	2.6	77.8	44.9	12.4
Lindsay, C. W.	34.7	7.5	1.9	51.6	12.9	8.7
Simpsons Ltd.	1,228.0	831.0	443.0	1,027.2	927.5	1,004.3
Stedman Bros.	345.0	230.0	103.0	303.5	274.6	341.6
Tamblyn, G.	137.4	74.4	23.4	130.7	129.7	122.7
Western Grocers	120.0	105.0	70.0	291.9	269.6	226.7
Zeller's Ltd.	390.0	210.0	60.1	372.7	290.3	253.2
Total 12 companies	3,391.2	2,045.9	981.8	3,680.0	3,243.6	2,965.4
Beverages						
Assoc. Breweries	659.7	536.0	210.1	591.8	542.0	567.0
Blue Top Brewing	191.0	162.3	53.3	176.0	115.8	209.1
Melchers Distilleries	90.0	60.0	20.4	86.9	85.8	77.0
National Breweries	1,630.0	800.0	395.0	2,028.6	1,495.5	1,817.0
Orange Crush	0.1	16.5	8.5	—5.2	41.0	40.1
Walkerville Brewery	20.4	17.0	12.0	4.9	13.0	30.9
Canada Malting	493.2	273.5	214.7	608.4	523.4	652.0
Total 7 companies	3,104.4	1,865.3	914.0	3,491.4	2,816.5	3,393.1
Construction						
Building products	495.0	440.0	100.0	475.7	413.8	487.5
Can. Dredge & Dock	....	....	40.9	—14.0	—12.5	145.0
Conduits National	168.6	58.6	17.5	115.8	72.2	93.8
Dominion Tar	996.3	714.1	295.3	643.3	587.2	629.6
Standard Clay Prod.	26.5	12.0	....	29.5	21.3	—1.0
Total 5 companies	1,686.4	1,224.7	453.7	1,250.3	1,082.0	1,354.9
Foodstuffs						
Barker's Bread	4.5	1.1	12.2	—8.1	0.5	61.3
Canada Starch	267.5	177.7	97.0	325.0	349.8	346.5
Consol. Bakeries	152.3	114.4	89.5	207.5	223.4	398.7
Inter City Baking	78.0	56.0	29.0	114.9	84.9	115.8
Viau Limited	58.2	70.6	26.4	98.1	58.1	85.5
George Weston	426.0	298.9	203.2	616.0	579.4	699.0
Wilsil Limited	175.0	137.0	66.1	192.5	202.5	299.8
Total 7 companies	1,161.5	885.7	523.4	1,545.9	1,498.6	2,006.6
Metals						
Aluminium Ltd.	31,416.6	20,563.6	3,659.7	16,014.1	12,462.2	15,799.9
Consol. Mining	5,650.0	4,200.0	2,280.0	12,199.9	9,062.2	9,339.6
International Nickel	26,328.8	21,130.7	11,322.1	34,356.4	35,544.7	36,847.4
Total 3 companies	63,395.4	45,894.3	17,261.8	62,570.4	57,069.1	61,986.9
Miscellaneous						
Asbestos Corp.	455.0	235.0	260.0	746.8	724.8	929.8
Ault & Wiborg	145.8	83.2	46.1	226.3	162.0	203.4
Canadian Industries	3,985.9	3,563.0	1,421.3	5,385.4	5,396.1	6,232.1
Canada Steamship	2,800.0	780.0	85.0	1,551.5	956.4	277.1
Claude Neon	0.5	0.3	....	0.5	0.5	0.2
Crown Cork & Seal	255.2	172.7	67.7	302.8	243.2	278.2
Crow's Nest Pass Coal	341.7	146.8	35.5	287.2	307.1	164.1
Famous Players	900.0	592.5	237.6	1,161.9	998.5	889.7
Fleet Aircraft	148.5	176.4	5.6	185.3	133.0	—22.7
Imperial Tobacco	2,995.4	2,130.2	971.5	5,968.4	6,202.7	6,500.3
Industrial Acceptance	191.6	142.9	63.5	280.9	253.9	353.0
Intercolonial Coal	34.1	36.8	9.4	49.8	69.1	52.2
International Bronze	681.8	327.7	131.1	537.5	372.2	393.9
Lang, John A.	100.0	73.4	57.0	144.0	142.2	225.5
Langley's Ltd.	11.9	4.8	....	23.9	8.9	—11.2
Moore Corporation	2,576.0	888.7	503.4	1,799.6	1,786.8	1,681.8
Reliance Grain	228.0	85.2	135.1	367.9	143.4	513.8
Photo-Engravers	29.0	25.4	15.0	40.0	44.8	50.7
Simon, H., & Sons	35.0	26.0	10.0	50.4	38.3	46.9
Tuckett Tobacco	393.9	222.4	98.1	221.5	471.1	602.4
United Amusement	80.5	43.6	20.3	120.7	93.7	94.6
Total 21 companies	16,389.8	9,757.0	4,178.2	19,452.3	18,548.7	19,460.8
Oil Refining						
British American Oil	2,637.9	1,735.7	832.8	2,911.2	3,084.9	3,438.5
Can. Oil Companies	365.0	180.0	117.0	377.9	370.5	452.2
Imperial Oil	11,221.1	7,962.9	4,157.5	16,144.0	17,638.7	19,250.0
McColl-Frontenac	1,360.0	*630.0	337.6	852.2	1,057.5	1,265.7
North Star Oil	72.0	40.0	32.7	84.5	93.4	78.3
Total 5 companies	15,656.0	10,548.6	5,477.6	20,369.8	22,245.0	24,484.7
*Eleven months.						
Public Utilities						
Anglo-Canadian Tel.	15.7	22.0	11.8	587.7	585.4	590.7
Bell Telephone	6,242.0	3,483.0	1,186.2	7,302.9	6,690.5	6,509.4
Calgary Power	257.1	213.0	129.4	366.6	368.5	508.6
Canada Northern	577.9	402.0	256.5	703.9	848.0	1,222.9
Canadian Light	28.0	17.9	....	34.2	33.2	42.6
Canadian Marconi	300.0	220.0	45.0	272.2	275.7	233.0
Gatineau Power	1,457.6	1,195.1	423.3	2,054.6	2,161.2	2,483.3
Maritime Tel. & Tel.	460.0	397.7	230.0	474.8	437.1	436.9
Montreal L., H. & P.	7,117.8	5,925.7	3,824.1	8,451.6	7,947.0	9,003.0
N. S. Light & Power	913.8	517.1	353.4	401.4	389.9	365.9
Ottawa Electric	351.0	190.0	32.2	156.9	100.2	124.4
Ottawa L., H. & P.	111.4	112.5	51.9	149.6	176.7	234.5
Provincial Transport	269.6	136.0	33.0	154.4	140.3	155.5
Quebec Power	412.0	463.0	158.0	577.6	523.1	627.7
Quebec Telephone	6.4	5.9	4.9	12.3	13.3	17.3
Saguenay Power	1,195.7	850.9	304.6	1,271.2	1,262.5	1,302.9
Shawinigan W.	2,116.0	1,340.0	419.0	2,320.2	2,064.9	2,304.8
W. Kootenay Power	1,140.2	882.6	610.6	1,590.2	1,285.5	1,639.4
Winnipeg Electric	716.9	537.6	529.7	402.7	*363.8	*218.0
Total 19 companies	23,789.1	16,912.0	8,609.6	27,287.0	25,664.8	28,020.8
*Before allowing interest on series B bonds and income taxes for 1940.						
Pulp and Paper						
Bathurst Power	612.3	504.4	16.2	918.4	786.7	81.1
Consolidated Paper	640.0	407.7	....	880.2	874.5	....
Corrugated Paper Box	94.6	44.4	23.5	102.9	56.2	59.5
Donnacona Paper	78.7	69.9	2.2	104.6	129.6	8.9
Great Lakes Paper	480.0	480.0	64.0	453.1	318.2	238.9
Hinde & Dauch	635.0	300.0	60.0	300.3	415.5	298.8
Howard Smith Paper	2,334.0	1,794.6	300.3	1,272.8	1,134.9	1,447.1
Can. Int. Paper	6,228.9	603.4	6.3	—364.9	1,243.4	—825.7
Lake St. John Power	70.0	61.0	....	104.0	112.1	....
Rolland Paper	174.6	72.1	41.6	175.5	161.7	196.2
St. Lawrence Paper	325.0	207.0	....	545.6	578.2	62.0
Total 11 companies	11,673.1	4,524.5	514.1	4,692.5	5,837.9	1,564.8
Textile Securities						
Acme Glove Works	53.8	30.1	0.7	65.8	55.9	3.4
Canadian Celanese	1,800.0	765.0	445.0	1,975.3	1,463.8	1,898.9
Canadian Cottons	2,100.0	1,226.7	268.6	593.6	551.8	585.8
Celtic Knitting	1.3	3.8	0.3	6.6	12.3	6.1
Cosmos Imperial	351.6	340.5	53.0	230.2	210.3	214.8
Dominion Woollens	215.0	315.0	40.0	219.3	229.7	113.9
Hamilton Cotton	359.5	329.5	26.5	135.7	137.9	100.1
Mercury Mills	100.0	104.0	27.0	65.6	61.4	35.4
Monarch Knitting	75.0	107.0	30.1	72.2	46.8	93.0
Montreal Cottons	1,290.0	533.0	164.0	514.7	344.3	622.4
Penman's Ltd.	580.0	500.0	125.0	347.5	357.3	328.2
Regent Knitting	38.0	63.3	10.3	54.4	115.5	43.5
Tip Top Tailors	150.8	371.6	68.5	224.4	219.3	253.0
Tooke Bros.	29.7	15.0	....	44.5	26.0	....
Woods Manufacturing	231.0	140.0	40.0	114.6	55.5	99.0
York Knitting	142.0	130.0	76.0	134.9	171.4	230.0
Total 16 companies	7,522.7	4,974.3	1,375.9	4,799.8	4,074.2	4,757.5
Total 146 companies	187,056.9	123,362.4	50,730.9	186,956.1	172,969.5	181,907.6

Note:—Items marked (—) indicate losses.



JOINS PAGE-HERSEY

James S. Duncan, president and general manager of Massey-Harris Co., has been elected a director of Page-Hersey Tubes Ltd. C. L. Dunbar, K.C., former president of Page-Hersey, is no longer a director of the company.

Dom. Woollens Has Proxy Fight

Something of an unusual proxy broke out this week over the May 28 annual meeting of Dominion Woollens & Worsteds Ltd. Although the two factories agreed on a new board of directors, procedure was a point of contention. After the usual request from the company for proxies was sent out, Henry Barrett, vice-president and managing director, allegedly without the knowledge of other company officials, circularized shareholders asking they credit their proxies to him alone.

Harrison & Co., investment dealers, entered the picture at that point and asked shareholders to send in new proxies to J. W. Hobbs, president, or E. M. Saunders, G. D. Perry or Major W. G. Hanson, directors. This circular said that Mr. Barrett's solicitation was "presumably for his personal interests," and explained "there is no detail of company policy at stake, but rather the general principle of whether or not the affairs of the company will be controlled by a minority shareholder or by representatives of the majority of shareholders."

Barrett Replies

In a letter of rebuttal Mr. Barrett stated that he is the largest individual shareholder of Dominion Woollens and that the shares he has voted at recent annual meetings have constituted a majority of the shares represented and voted.

Mr. Barrett added that from time to time he had urged upon the directors the importance of electing to the board persons who, associated with him, had been responsible for the improved operations of the company over recent years. On this point he states:

"It is my opinion that this should not be delayed any longer, and consequently I recently approached a number of the larger shareholders for this purpose.

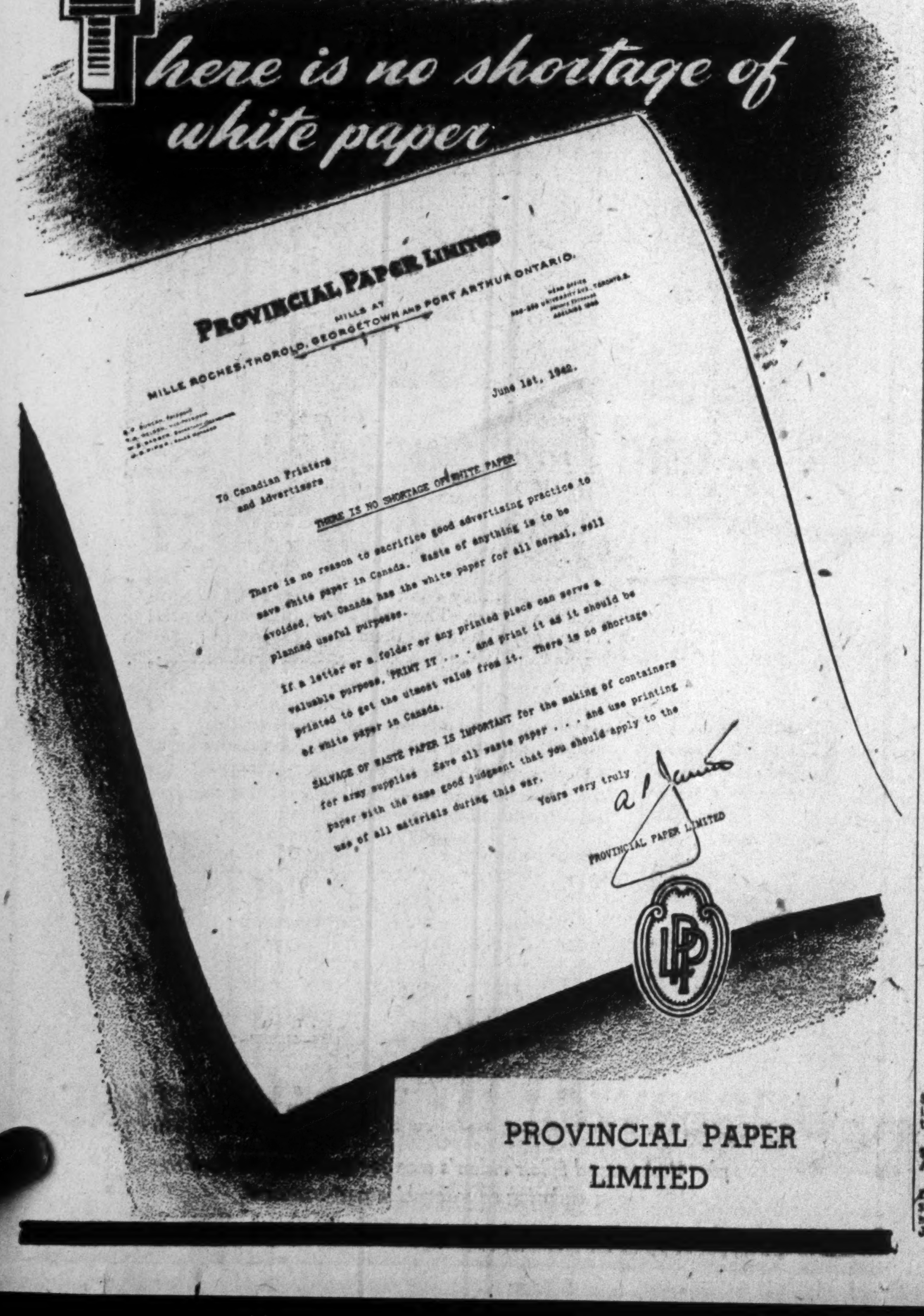
"I discussed this matter with the president of the company who consented to these changes and agreed to serve on the new board to be elected. This agreement was arrived at with a view to avoiding a general contest for proxies, and I have received no communication from him of a change of view."

Bond Tenders

10 a.m., June 6, Twp. of King Ont.—$8,433, 3½%, dated July 1, 1942, maturing in 10 annual installments. H. G. Rose, treas., Nobleton, Ont.

12 noon, May 28, Canada Treasury Bills—$45,000,000, dated May 29, 1942, payable Aug. 28, 1942.

3 p.m., June 14, Sch. Commissioners of La Presentation De La Ste-Vierge, P.Q.—$22,500, 4%, dated May 1, 1942, redeemable serially from May 1, 1943, to May 1, 1962. Jean L. Legault, sec.-treas.



There is no shortage of white paper

PROVINCIAL PAPER LIMITED
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June 1st, 1942.

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Wood, Gundy & Company
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NEW DIRECTOR

Samuel Rogers, K.C., has been appointed a director of Canada Permanent Mortgage Corp. He has been a director of Canada Permanent Trust Co. since Jan., 1941.

Montreal Stock Exchange and Montreal Curb Market report value of stocks listed in trading during April was again lower, with a decline of $79.5 millions to $3,493 millions. Compared with the value reported at the end of April last year, the current figure shows a decline of $387 millions. Bulk of the loss was concentrated in base metals and miscellaneous mines, gold mining stocks, and utilities.

We Suggest the Purchase of
Canadian Locomotive
6%/53
At Current Markets of
105-107½

Two years' interest will be paid July 2, 1942. Three years' interest will still be owing as of July 2, 1942. Regular interest was covered 8.14 times in 1941.

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THE ONTARIO LOAN AND DEBENTURE CO
LONDON, CANADA
Established 1870
DEPOSITS ACCEPTED 5-YEAR DEBENTURES ISSUED
Deposits and Debentures (31 Dec., 1941), $12,531,188

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You can "get lost" trying to find your way through unfamiliar financial problems, too. Only one of a hundred life insurance policies may be the right one for *you*. Or a combination of several may be needed to give you and your family the security you want.

Right guidance will help you to solve such problems simply and effectively . . . and a Canada Life representative, specially selected and trained, can be of definite assistance to you. Why not have the benefit of his advice?

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Canada's Oldest Life Assurance Company
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Efficient handling of the transfer of stock for industrial, mining and oil companies. Wide experience with all types of companies. Complete modern facilities; offices from Montreal to Vancouver. All inquiries attended to promptly.

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CITY OF ST. JOHN'S, NEWFOUNDLAND

NOTICE OF REDEMPTION

6% 15-Year Sinking Fund Bonds Maturing February 1, 1947

Notice is hereby given that pursuant to the terms of the Act 22 Geo. V (1932) Chapter Five and of the Prospectus of Issue of the Bonds the Montreal Trust Company, Trustee of the Sinking Fund, has drawn for redemption the bonds hereunder listed, to the capital par value of $60,000.00, and that the said listed bonds will be redeemed on the First day of August, 1942, at par, with accrued interest on the principal thereof to the First day of August, 1942, at any of the principal offices of The Royal Bank of Canada in the cities of St. John's (Newfoundland) Montreal or Toronto (Canada) upon surrender of said bonds with coupons due on the First day of August, 1942, and with all subsequent coupons appertaining thereto, at any of the said offices on said date.

Holders of bonds are required to present their bonds and coupons as aforesaid for redemption at one of the said offices on the said date; and in case such presentation be not made on the said date all interest on such bonds shall cease from and after the said First day of August, 1942.

Numbers and Denominations of Bonds to be Redeemed:—

SERIES A—$1,000 Denomination — 026, 039, 048, 050, 060, 088, 091, 095, 096, 101, 107, 114, 115 128, 130, 139, 150, 156, 160, 180, 182, 190, 194, 203, 218, 217, 226, 243, 263, 267, 272, 292, 293.

SERIES B — $500 Denomination — 012, 017, 019, 046, 048, 049, 057, 060, 064, 067, 070, 073, 079, 080, 086, 088, 089, 091, 107, 108, 111, 138, 145, 146, 148, 162, 170, 171, 176, 187, 196, 206, 221, 235, 236.

SERIES C — $100 Denomination — 002, 007, 019, 031, 022, 026, 062, 070, 073, 088, 116, 140, 145, 154, 160, 179, 180, 186, 189, 190, 194, 195, 211, 212, 218, 228, 243, 247, 248, 249, 253, 279, 281, 288, 292, 299, 310, 317, 337, 338, 344, 358, 360, 363, 367, 369, 377, 398, 399, 406, 407, 414, 448, 452, 454, 461, 464, 473, 475, 477, 484, 486, 487, 488, 497, 500, 505, 515, 517, 537, 554, 570, 578, 611, 626, 632, 636, 643, 645, 651, 652, 664, 665, 684, 690, 691, 696, 698, 707, 717, 720, 725, 728, 731, 749.

Dated the 5th day of May, 1942.

MONTREAL TRUST COMPANY,
Trustee

Foreign Dollar Bonds in Default

Canadian Issues Account For $88.5 Millions of Total

By ROBERT C. STARK

With a substantial Canadian interest existing in the outstanding bonds of some foreign countries the annual report of the Foreign Bondholders Protective Council, Inc., just issued, is particularly noteworthy. While this report carries its data in detail only to the end of 1940, additional comments serve to bring it more fully up to date.

There were 40 countries having dollar bonds outstanding as of Dec. 31, 1940, of which 16 were Latin-American, 19 European, four Far Eastern and African, and Canadian. Of the total of $5,340,701,396 dollar bonds outstanding, 42.8% were in default at the end of 1940.

Of the $1.9 billion of Canadian bonds outstanding, full service was maintained on $1.8 billion, or about 95%. Provincial bonds of Alberta, and corporate issues guaranteed by that province, as also municipal bonds of St. Boniface and Weyburn continued in default. While there were defaults on maturities of certain Montreal bonds, these were not on issues publicly offered and payable in the United States.

Argentine Nationals Exception

There were defaults in all 16 Latin-American countries on their dollar obligations, the only national issues of Latin-America which were not in default on the original contract service being those of the Argentine Republic, in which country, however, there were defaults on the dollar bonds of political subdivisions. Cuba, the Dominican Republic, Haiti, Uruguay, the provinces of Buenos Aires, Mendoza and Santa Fe, and cities of Montevideo and Santa Fe were up to date on their service under their various readjustment offers.

Of 19 European countries there were defaults in all except Denmark, Finland, France, Ireland and Norway. While there was no default on the national dollar bonds of Belgium, the City of Antwerp defaulted after the German occupation. Italy defaulted completely in 1940 on its national, municipal and guaranteed obligations, and Lithuania defaulted after Russian occupation.

Some of the European countries which are continuing their debt services are doing so from funds which were frozen in the U. S. Of the 32 countries whose funds were frozen in the United States, up to Oct. 15, 1941, 21 countries have dollar bonds outstanding. It is understood that frozen funds are being utilized by Belgium, Denmark, Finland, France, Hungary and Norway to meet their full debt service — interest, sinking fund and principal — through 1940.

Canadian interest in South American dollar bonds is heaviest in the issues of Argentina, Bolivia, Brazil, Chile, Colombia, Peru and Uruguay. The latest situation concerning the bonds of these countries, as reported by the Foreign Bondholders Protective Council, Inc., is as follows:

The Argentine

The Argentine Republic is continuing to pay full service — interest and sinking fund — on its dollar bonds, of which there were $146,647,500 outstanding as of Dec. 31, 1940.

Bolivia

Bolivia has outstanding four publicly offered loans totalling $59.4 millions upon which the defaulted interest alone at the end of 1940 amounted to over $43 millions.

President Penaranda, in his inaugural speech April 15, 1940, urged that steps be taken to make it possible for Bolivia to reach an agreement with its creditors. No negotiations, however, have yet been undertaken. The Bolivian Minister of Finance advised the Council on July 11, 1941, that his government's efforts are directed to consolidating and establishing the economy of Bolivia in order to give a solid basis for attending to the foreign debt.

Brazil

Under Brazilian Decree No. 2085 of Mar. 8, 1940, holders of certain Brazilian bonds, federal, state and municipal, were offered, under a unilateral plan, over a four-year period, reduced interest payments beginning with the oldest unpaid coupon coming due after Nov. 10, 1937. The total interest payments offered on the dollar bond issues under this decree amount to only 22% of the contract requirements.

Interest under this decree is not offered for current coupons but for those which are from 1½ to 2½ years in arrears. During the first year of the decree, interest payments on the principal of the dollar bonds, ranging from 0.78% for the bonds in Grade 7 up to 3½% for those in Grade 2, were made.

Chile

The Chilean Law No. 5580 of Jan. 31, 1935, provided that revenues from two sources—a tax on copper and the Chilean government's participation in the profits of the Nitrate and Iodine Sales Corp. — would be used to serve the bonds of the external debt. Under that law the following interest offers have been made:

On Apr. 24, 1936, $4.75 was offered for the first two coupons coming due immediately after default. On Jan. 15, 1937, $6.05 for the next following two coupons; Jan. 11, 1938, $7.86 for the next two coupons; Jan. 12, 1939, $20.92½ for the next two; Jan. 15, 1940, $15.22½ for the next two and on Jan. 15, 1941, $15.39 for the next two, each of these sums representing one year's interest per $1,000 bond. The first four payments were available to Jan. 12, 1940; the payment of $15.22½ to Dec. 31, 1940, and the $15.39 to Dec. 31, 1941.

The servicing of Chilean dollar bonds has been complicated by the diversion of funds to the reconstruction of the region devastated by the 1939 earthquake.

Colombia

Colombia on Feb. 19, 1940, offered holders of its two 6% dollar issues cash payments for 1940 coupons at 50% of their face amount. Effective June 30, 1941, the Republic offered holders of the 6% bonds of 1961 an exchange of these bonds to 3% bonds due 1970. The Protective Council opposed this offer because it provided for a "substantial cut in interest, entirely out of line with what Colombia can do and not in consonance with her position as a credit risk; and the offer discriminates against the bondholders in providing only 50% interest while serving internal bonds and short-term credits in full."

Peru

While Peru adjusted a short-term dollar banking credit in August, 1940, paying up the back interest at 2% per annum, with future interest at the same rate, reduced from 6%, and with 10% annual amortization; and while it has been paying interest on the Sterling Guano Loan at 4% instead of 7½%, and amortization of 2% instead of 1½%, no provision has been made for renewal of payments on the dollar bond issues upon which the unpaid service amounts to more than 77% of the principal of the outstanding debt.

Uruguay

On Sept. 1, 1937, holders of Republic of Uruguay 5%, 6% and 8% dollar bonds were offered readjustment bonds. This offer expired Dec. 31, 1938, but was extended several times to June 30, 1941, at which date all but 3.5% of the outstanding bonds were exchanged for the readjustment issues. On the latter full service is being made.

The Foreign Bondholders Protective Council is a non-profit corporation created at the request of the Secretary of State, Secretary of the Treasury and Chairman of the Federal Trade Commission. Its purpose is to assist in protecting the interests of holders of bonds issued or guaranteed by foreign governments or their subdivisions, which have been publicly offered in the U. S. and in which default exists or is threatened.

Summary of Outstanding Foreign Dollar Bonds

As of Dec. 31, 1940

	Outstanding		In Default		
	No. of Issues	Principal Amount $	No. of Issues	Principal Amount $	% in Default
Latin America	177	1,571,227,804	153	1,216,099,852	77.4
Europe	131	1,293,965,815	99	970,603,872	75.0
Far East and Africa	29	553,299,512	3	11,427,512	2.1
Canada	698	1,922,208,265	61	88,586,312	4.6
Total	1,035	5,340,701,396	316	2,286,717,548	42.8

Schedule by Countries

Country:	Outstanding $	‡In Default $
Argentina	228,030,165	13,861,790
Bolivia	60,852,927	60,852,927
Brazil	352,498,145	352,498,145
Chile	170,208,500	170,208,500
Colombia	137,955,774	135,001,321
Costa Rica	8,077,188	8,077,188
Cuba	101,982,900	*32,245,100
Dominican Republic	14,853,000	3,348,000
Ecuador	12,262,700	12,262,700
El Salvador	12,081,525	12,081,525
Guatemala	2,716,100	1,344,100
Haiti	7,948,051	7,948,051
Mexico	303,832,453	303,832,453
Panama	17,604,552	14,172,052
Peru	85,656,500	85,656,500
Uruguay	54,673,324	2,709,500
Total Latin America	1,571,227,804	1,216,099,852
Belgium	34,833,200	9,544,000
Bulgaria	16,634,500	16,634,500
Czecho-Slovakia	4,286,800	4,286,800
Danzig	4,367,885	4,367,885
Denmark	123,488,000	....
Estonia	3,271,500	....
Finland	13,893,000	....
France	†13,099,600	....
Germany	▲511,797,553	490,320,400
Greece	36,044,500	36,044,500
Hungary	17,685,600	11,197,100
Ireland	816,500	....
Italy	102,149,400	102,149,400
Lithuania	4,700,694	4,700,694
Norway	107,729,000	....
Poland	77,661,543	77,661,543
Roumania	88,394,350	88,394,350
Russia	75,000,000	75,000,000
Yugoslavia	56,112,190	50,302,700
Total Europe	1,293,965,815	970,603,872
Australia	243,589,000	....
China	11,427,512	■11,427,512
Japan	296,854,000	....
Liberia	1,429,000	....
Total Far East and Africa	553,299,512	■11,427,512
Canada	1,922,208,265	88,586,312
GRAND TOTAL	5,340,701,396	2,286,717,548

‡Covers defaults as to interest and/or sinking fund, and includes funding bonds.

*$30,581,100 in arrears on sinking fund and $1,664,000 in default on both interest and sinking fund.

†Bonds stamped to indicate non-French ownership. In addition there are $66,615,500 stamped to indicate French ownership, and $2,550,800 in unstamped form.

▲Includes $20,180,800 Austrian Govt. bonds, $21,477,153 Conversion Office 3% Funding Bonds and $119,411,600 Match Loan Bonds.

■Includes non-interest scrip of $1,027,512.

April Business Holds Previous High Level

Business operations in April were maintained practically at the previous month's levels, The Financial Post's index of business activity reveals. Preliminary calculations show a minor recession, due largely to smoothing adjustment. Mineral production factors are substantially higher, with a marked increase shown in gold receipts and coal output. Tobacco releases show recession. Hog slaughterings are up as is dairy production. The forestry industry was less active according to the trend of four important indicators. Newsprint production and outward shipments of shingles were down while wood pulp and planks and boards were shipped in larger volume. Increase in new business obtained by the construction industry was less than normal for the season. Electric power production showed a moderate gain, as did carloadings.

Main Economic Factors

Description		April, 1942	April, 1941	Incr. + Decr. — %	March, 1942
F. P. business index	1926=100	6167.4	147.9	+13.18	168.2
Capitalized bond yields	1926=100	148.8	145.0	+2.62	148.8
Bank deposits	1926=100	169.8	150.1	+13.12	163.4
Gold receipts at mint	fine oz.	413,161	385,488	+7.18	377,109
Silver shipments	fine oz.	998,001	1,481,481	—32.63	1,092,605
Factory cheese production	lb.	11,558,430	3,869,025	+198.74	5,577,016
Creamery butter production	lb.	17,029,081	19,011,086	—89.43	11,661,677
Raw cotton used	lb.	17,863,817	17,114,949	+4.38	16,192,378
Newsprint production	tons	277,741	279,996	—0.81	295,835
Planks & boards exported	M. ft.	148,769	142,653	+4.29	147,261
Shingles exported	squares	284,051	267,550	+6.17	341,264
Carloadings	No.	272,934	251,553	+8.50	271,332
Electric power production	000 kw.h.	3,082,740	2,693,353	+14.46	3,220,953

*Preliminary.

Bond MARKETS

Press reports this week that British holders of Alberta bonds are prepared to accept 3% interest on defaulted Alberta principal and interest, providing there would be a Dominion government guarantee, are liable to give a somewhat misleading impression. The actual situation is that an individual British bondholder wrote to the newspapers suggesting this offer might be acceptable. The offer had nothing whatsoever to do with the official British Bondholders' Committee which has not changed its stand, refusing to accept present half interest rates. No definite date has yet been set for a meeting between provincial officials and bondholder representatives of the Alberta Refunding Committee, the meeting having been postponed last week.

• • •

Second Victory Loan costs reported so far are well below even the low point set in the first loan. Finance Minister Ilsley has revealed that estimated expenditure actually incurred and paid to Apr. 30, 1942, on the second loan totalled $4,907,965. Certain other expenditures have been incurred but have not been paid to date. Complete figures will not be available for some time.

Total subscriptions to the loan amounted to $997,503,300 with cash subscriptions accounting for $845,360,300 and conversions for $152,143,000.

In the First Victory Loan total subscriptions were $836,820,250 with cost of flotation amounting to $8,786,570.

• • •

International Hydro's 6's weakened another point or so during the week on report of the company's president that unless there is an improvement in the financial position, payment of full interest on the debentures cannot long be continued. The System had a loss of $510,357 in 1941 as compared with a profit of $138,605 in 1940.

• • •

Brown Paper 5's slipped moderately to 76 bid during the week. This presumably reflected some disappointment over the absence of an anouncement that the company would pay an interest coupon June 1. There had been some hope that conditions were sufficiently good to justify such a payment. Next interest due date is December 1.

★ OUR LABORATORIES MAY PRODUCE THE ANSWER TO YOUR PROBLEM

ONTARIO
RESEARCH
FOUNDATION

43 QUEEN'S PARK, TORONTO

Your Furlough!

THE Canadian National Railways and its army of workers are today dominated by one thought: "War needs come first!" Business travel, and travel made necessary by wartime strain will however find the facilities provided to be adequate and comfortable.

★ Jasper Park Lodge June 15 - August 31
★ Minaki Lodge June 18 - August 31
★ Pictou Lodge July 1 - August 31

The Canadian National will operate its summer hotel in Jasper National Park in the Canadian Rockies, also Minaki Lodge in Ontario's Lake of the Woods region, and Pictou Lodge on Northumberland Strait, Nova Scotia, for shorter seasons than in peacetime. "The Charlottetown" on Prince Edward Island (open all year) will also welcome summer guests.

When planning your travel, you can help us by purchasing your tickets and parlor and sleeping-car accommodations in advance.

TICKETS AND INFORMATION FROM YOUR NEAREST AGENT.

CANADIAN NATIONAL

SILENT PARTNERS

★ Benjamin "Duo Service" Floodlights are the silent partners of the night guards at scores of Canada's wartime industries. Most of the guards are veterans of World War 1. They are rightfully proud of the important service they render today. They know, too, that adequate protective lighting is an invaluable partner in their work.

Benjamin "Duo-Service" Floodlights throw back concealing darkness wherever a saboteur might do damage, or where men must work outdoors at night. MADE IN CANADA by Amalgamated Electric Corporation Limited, Benjamin Floodlights are weatherproof . . . simple to adjust . . . easy to wire. Hoods and brackets are rugged castings. The porcelain enamelled diffusing reflectors resist attack by smoke, dirt and atmosphere. Ask for complete information without obligation.

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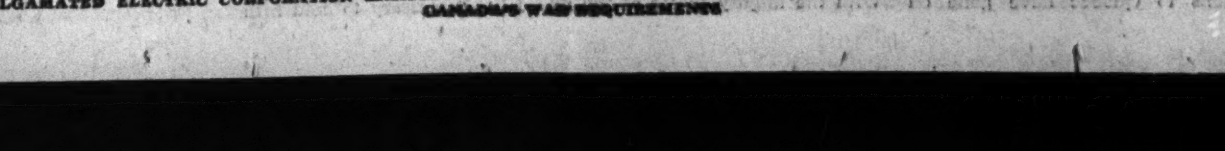

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GYPROC SHEATHING
GYPROC
Joins the R·C·A·F

Directly Canada entered the War, GYPROC Wallboard and GYPROC Wool volunteered for active service—for "ground work." Used long before in the construction of Aerodromes, Mess Rooms, Dormitories and other types of R.C.A.F. buildings, they went into action at once, so that our lads—under the Empire Air Training Plan—might be properly and safely housed.

The same valuable *Fire Protection* that GYPROC Wallboard affords, and the same year-'round *Comfort* that GYPROC Wool makes possible —are available to you too, subject of course to prior demands of our National Defense effort.

Gypsum, Lime and Alabastine, Canada, Limited
HEAD OFFICE PARIS ONTARIO CANADA
VANCOUVER CALGARY WINNIPEG TORONTO MONTREAL

The Editorial Page . .

The United Nations

Last week as representatives of the United Nations met at the Ottawa Air Conference a training bomber crashed at Mont Joli killing the crew. One of those lads came from Wisconsin, another from Saskatchewan, the other two from Australia and New Zealand.

Thus tragedy grimly underlined the Conference. In a single training ship the lives of four youths were snuffed out; boys who came from homes in four different countries but whose single thought was to get out and strike down the common enemy.

This crash was not headline news, the newspapers gave it a single paragraph. But in that plane was all the United Nations Air Conference stood for. All the gold in the thousands of words that flowed at Ottawa last week was dross before the mute eloquence of four bodies that had come from the ends of the earth to meet their destiny at Mont Joli.

It is in events like these that one can catch something of what the term "United Nations" really signifies. Our air training programme is a great cosmopolitan melting pot that is removing the artificial differences created by boundary lines leaving unsullied the high international realities of character and courage. The skies of Canada today are fully exemplifying the doctrine of strength through union.

Canadians Take War Seriously

Canadian travellers returning from the United States report that they have encountered repeatedly two major criticisms of this country's war efforts. These imply that: 1—Because we have not yet enacted conscription for overseas we have raised relatively few troops for the various armed services and 2—Our gasoline restrictions are not as rigorous as those of the United States.

Both of these accusations are based on misconceptions. Neither are borne out by the facts.

Up to the end of April Canadian enlistments in the army, navy and air force have totalled close to 450,000, although the voluntary system is an inefficient way to raise troops. Allowing for the difference in population this would be equivalent to almost five million men for a country the size of the United States. Such a record, fair minded Americans will agree, indicates that Canadians are taking this war seriously.

And in gasoline restrictions as American visitors to Canada are realizing, there is also seriousness. In the United States but a small section of the country along the Atlantic seaboard is under any scheme of rationing. Here there is a rigid curb throughout the whole Dominion, with weekly consumption cut to two gallons weekly in eastern Maritime Provinces which are equivalent to the U. S. Atlantic seaboard. Canada adopted gasoline rationing on the first of April this year and in the first month alone, despite the general filling of tanks prior to the enforcement, gasoline consumption was reduced 40 per cent.

Is T. C. A. Supreme?

Hon. C. D. Howe's statement in the House of Commons that private companies will not be allowed to compete with the government-owned Trans-Canada Air Lines' projected service to the Yukon and Alaska, creates a principle having a vital bearing upon private business. Government in business is not new. Wartime restrictions have put many private companies out of business. Regulations have reduced competition and now as between the government and private companies, the state does not intend to brook competition.

This is a new and not unimportant angle to the government's venture into the realms of business.

The Yukon-Alaska route was pioneered by private interests who had the courage and foresight to provide the area with air transport. They did it without government support, beyond the small amount of revenue brought in by air mail contracts let on a monthly basis. These companies took all the chances and now when this particular route assumes not only national, but international importance, the government-owned T.C.A. decides that it will provide a service in the same field. This decision is backed by the government which, in order to ensure success, says: "There will be no question of competing lines. If Trans-Canada goes in, the other lines must go out.".

The Financial Post's Platform For War

1. *Effective mobilization of all resources, materials, productive capacity and man power, without reservation, for an all-out war effort.*
2. *A national cabinet, representative of all loyal groups, and consisting of Canada's ablest brains.*
3. *An inner war cabinet, free from departmental duties, to plan the nation's war effort and to see that the plans are carried out.*
4. *A non-political industrial executive to organize and direct procurement of war supply.*
5. *Pay-as-we-go policy, to the very limit consistent with an all-out war effort, to avert inflation.*
6. *Elimination of wasteful spending by public bodies or private individuals.*
7. *A national programme to deal with postwar employment and relief problems.*

It is only incidental that the aircraft services now being operated to the Yukon are owned by the Canadian Pacific Railway. The railways acquired them from private operators who pioneered the route. In excusing the government's dictatorial attitude toward private competition, Minister Howe says warning had been given to the company that T.C.A. would eventually operate in that territory. This is a flimsy excuse.

The first official suggestion that T.C.A. would enter the Yukon field appeared in the Line's annual report for last year and which made its appearance only a short time ago.

In 1934 United Air Transport Lines, now Yukon Southern Transport and part of Canadian Pacific Air Lines, was operating regularly scheduled passenger flights from Edmonton to White Horse. Mr. Howe talks about "warnings." Here was a private company which was allowed by the government to go ahead and pioneer the route, invest large sums in equipment, air bases, landing fields and in the training of personnel. All this was done three years before T.C.A. came into existence. Obviously no private concern would undertake such a project if it knew that a few years later the government was going to put it out of business because the route developed now promised to become a rather profitable one.

If the Government carries out its announced intention, the Canadian Pacific Air Lines will be forced out of the Yukon area. To business at large it may mean little, to the public even less. But the principle established will have far-reaching importance for it will effectively dull, if not kill, the initiative of the individual or company who pioneers in developing the economy of this country. Neither one will take the risks involved when there is no assurance they will be allowed to reap the reward for their efforts. That is what is portended by the principle set down by Minister Howe.

Unjustified and Unfriendly

Quebec province, influenced by the extreme nationalism of some of its leaders and by its traditionally isolationist background, is out of step with the rest of Canada on what constitutes an all-out war effort. That is obvious.

But recognizing that fact, and deploring it, is a different thing from raising the suggestion that the French-Canadian is influenced, in his stand, by the Axis. Such a hint, a most unfriendly and unjustified one, was dropped the other day by the Toronto Daily Star, Canada's chief organ of the left-wing radicals. The Star's news broadcaster on Toronto's CBC station, CBL, discussed the resolution passed by the Quebec legislature and concluded by asking "Is French Canada influenced by Berlin and Rome, we wonder?"

CBC should not permit such derisive, divisive commentaries over its stations.

Taxes Are Higher Here

A "drastic rise" is the way most American newspapers describe the new higher income taxes being suggested at Washington. Compared with the present moderate U. S. level the proposed increases may appear to warrant the use of the word drastic but most Canadians would regard them as far from burdensome and certainly they are not yet realistic.

Here we are already paying from 50% to 75% higher than the suggested level across the line and in the impending budget further increases have been broadly hinted.

This is a comparison:

Income Taxes

Basis married persons, two dependents

Gross income per year	U. S. Actual	U. S. Proposed	Canada* Actual
$ 5,000	$ 271	$ 540	$ 735
15,000	2,475	3,586	5,209

*Includes Defense Tax.

Undoubtedly the American with an income of $5,000 a year who may have to pay slightly over 10% gross to the national treasury instead of a little over 5% at present, will begin to realize that his country is involved in an expensive war. But his burden and responsibility will still be much less than that of the Canadian with an equal income. And Canadians, in addition to these high income levies, pay a general sales tax of 8% on almost everything they buy.

In Canada taxes have been increased and levied with the double objective of raising war revenue and discouraging inflation-inviting consumer spending. Officially Washington has expressed adherence to a similar principle.

Needless Confusion

A great deal of needless confusion was caused last week when Minister of Supply Howe stated that oil burners for domestic heating would have to be abandoned. Every person who used oil for heating immediately started to get prices on either converting to coal burning where possible or entirely new heating equipment where conversion was impossible.

These people wasted their own valuable time and that of scores of heating contractors. They soon found that it would be practically impossible to secure new heating equipment and also that where conversion was possible it would often be costly in labor and materials used. Apparently government investigators got busy about the same time and came to the same conclusions. At any rate the original sweeping order was modified and now apparently equipment not easily converted to coal burning will be allowed to continue with oil.

All of this confusion and waste of time which we can so ill afford in wartime would have been prevented had the government done the natural thing, and first made a brief investigation before Mr. Howe made his original pronouncement.

Editorials in Brief

The Financial Post, May 2, 1942:

"Washington's new timetable for war: Knock out Hitler in 1942; Japan in 1943."

Time Magazine, May 25, 1942:

"Out of Washington came a new hope: Victory in 1942."

Said The Financial Post: What made the new timetable possible is the tremendous war production achievements of the United States and Britain.

Said Time: "The great hope sprang out of war production."

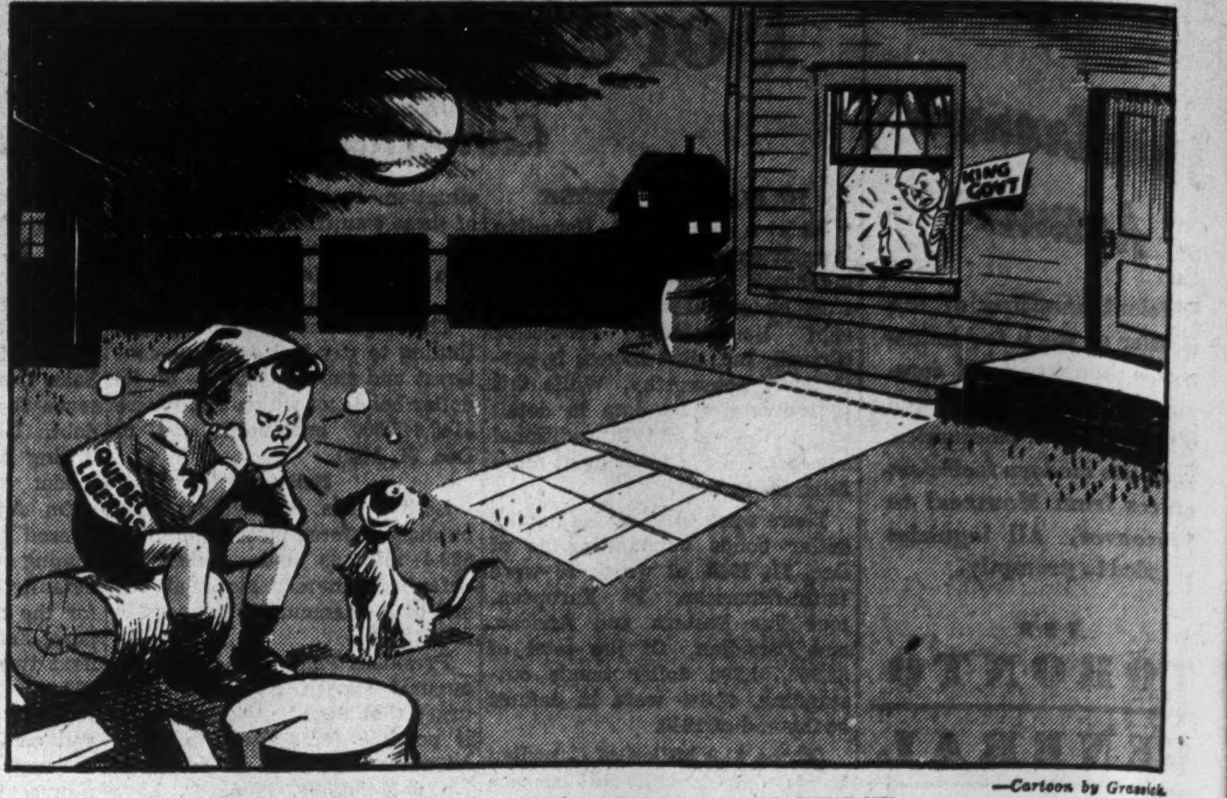
• • •

The New Glasgow (N.S.) News takes The Financial Post severely to task for mildly questioning the wisdom of vast outlays of money and equipment for a reserve army. Caustically observes the editor of the News:

"Comfortable and many hundreds of miles away from the seacoast, The Post can afford to raise this question. But down here on what will be the front line of any attacks on this continent, we know the Reserve is essential and that if it is to do its job, it must have the latest equipment and training in its use."

Had our alert contemporary just read down to the third paragraph he would have come upon this reassurance for Canadians in potential front line zones like his own:

"In our coastal areas there can be no valid objection to expending time, energy and equipment on creating a special reserve force."



—Cartoon by Grassick

THERE IS A LIGHT STILL BURNING IN THE WINDOW.

Post-Scripts . . . .

Building Better World

At the annual meeting of the Canadian Welfare Council in Montreal, a short time ago, a young man of 33 presented his maiden report before a group of seasoned social workers.

DR. DAVIDSON

His task was doubly difficult. In addition to making his initial appearance as director of Canada's senior national welfare organization, he was following in the footsteps of Dr. Charlotte Whitton, guiding genius of the Council during the first 22 years of its life, and one of the most talented women of this generation.

The report which Dr. Davidson presented to the Council stamped him as a worthy successor to Dr. Whitton. It showed that the nine years which he has spent in social welfare work in British Columbia have been profitably used. In fact, if he continues to develop and succeed in the next two decades as he has since he first entered the University of British Columbia, his own future as well as the future of the Council are assured. A closing paragraph from his Montreal report indicates the trend of his thought:

"Even in the midst of our struggle for mere survival we must not stand idly on the home front, paralyzed by awful savagery of war. We must be busy rather, building those measures of social protection on which will depend so much of the happiness and security of our soldiers, sailors, airmen, our veterans of the industrial army, and the families of all of them, our women workers, our mothers and our children."

George Davidson was born in Nova Scotia but has spent most of his life on the Pacific coast. He entered the U.B.C. at age 15 with a Governor-General's silver medal; earned four undergraduate scholarships, double honors in ancient and modern languages and a special scholarship for graduate study. After a year as instructor in classics at his Alma Mater he went to Harvard on another scholarship where he gained his Ph.D. and a travelling fellowship to Europe. In 1932-33, he travelled continuously through Europe and was in Germany during Hitler's rise to power.

He came back to British Columbia and was diverted from the educational field by Hon. George M. Weir, provincial secretary of B.C. into the rapidly developing welfare programme of the province. In 1935, he succeeded Dr. J. H. T. Falk as executive director of the Vancouver Council of Welfare Agencies and the Vancouver Welfare Federation. In 1939, he was called to the provincial service to succeed Dr. H. M. Cassidy as Director of Social Welfare in the province.

He came to Ottawa a few weeks ago to succeed Dr. Whitton as director of the Canadian Welfare Council.

• • •

Statistics Chief

It was fortunate for the country that when Dr. Robert H. Coats, the able public servant who had created the Dominion Bureau of Statistics, retired early this year, there was available a ready-made successor in Sedley Anthony Cudmore.

S. A. CUDMORE

Born in Ireland in 1878, Cudmore was brought to Canada as a boy. After early schooling in Brampton, Ont. he proceeded to Toronto University, where he graduated with distinction in 1905. Having won a Rhodes Scholarship, he next spent three very profitable years at Wadham College, Oxford. After that he joined the staff of Toronto University as a lecturer in political economy and later was promoted to assistant professor.

Seeking an editor for the Canada Year Book, Dr. Coats lured Cudmore to Ottawa in 1919 with the title of general statistician. Since then, except for an interval of three years, Cudmore has been responsible for the annual appearance of the Year Book. But he also made himself a statistical authority on trade and correlated matters and Mr. King took him to the Imperial Conference of 1926 as his chief economic adviser. He was also one of the Bennett Government's economic experts at the famous Ottawa Conference of 1932. Three years later he was loaned to the Government of Palestine to organize a department of statistics.

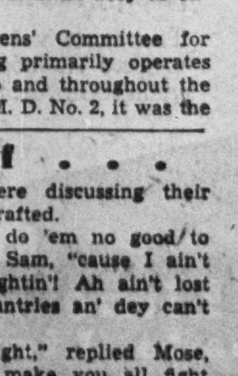
For the last two years Dr. Coats has been grooming Cudmore as his successor.

Mr. Cudmore is a member of various learned bodies like the Royal Economic Society, the Royal Statistical Society and the International Institute of Statistics of which he is one of the three Canadian members. He has also served as secretary-treasurer and vice-president of the Canadian Political Science Association. He has two books to his credit, "Applied Economics" and "A History of the World's Commerce," and he has been a frequent contributor to economic journals and other publications. In private life he is a somewhat retiring citizen of Ottawa.

• • •

Behind the Scenes

Behind the scenes in Toronto's very successful salvage drive the other day, in the background of practically every bit of social work concerning troops in Military District No. 2 (Central Ontario), is a smooth - working organization known as the Citizens' Committee for Troops in Training. Some 16 committees look after the various branches of the work carried out by this body, with another special committee to perform the vital function of raising the finances.



J. S. D. TORY

At the top is board of directors headed by stocky, youthful J. S. D. Tory as executive chairman.

While the Citizens' Committee for Troops in Training primarily operates in Greater Toronto and throughout the military camps in M. D. No. 2, it was the first in the field and has served as a model for similar organizations throughout cities all over Canada. Before it came into existence there was a great deal of hit and miss in providing soldiers with entertainment, comforts and other things which go so far to relieving the monotony of military life.

There was no end of enthusiasm right from the start, but for a long time soldiers in certain camps or from certain battalions might be literally smothered with magazines, parties, entertainments and sports equipment while others would be without anything. The main job of the Citizens' Committee has been to reorganize all this enthusiasm, check overlapping, and make sure that every soldier, airman or sailor throughout the district gets his fair share of these extras.

Two brief examples will suffice to illustrate just what Mr. Tory and his enthusiastic assistants are doing. When the Entertainment Committee of the C.C.T.T. was organized, a list was prepared of all groups and individuals interested in entertainment in Toronto. The radio stations and theatres which had already access to the best professional talent, aided and co-operated. Contacts were made with leaders of troop concerts in the first great war. Lists were made of every performer resident in Toronto who had appeared in public in recent years. The result was a card index of available acts, skits and performances which were put voluntarily at the disposal of the Citizens' Committee. Up to the end of April no less than 567 stage shows had been arranged at 45 different centres.

A woman's group in connection with St. Michael's Hostel were anxious to enter the canteen field, but when the C.C.T.T. pointed out that the Active Service Canteen adequately covered the need they withdrew their project and diverted their energies to the organization and equipment of a much-needed hostel, which is a model of its kind with some 206 beds. Eight hundred or more women operate this project in shifts.

J. S. D. Tory, energetic director of all this, comes from a well-known Nova Scotia family, his father, John A., being prominent in the world of finance as a director of the Sun Life. An uncle, Dr. H. M. Tory, was president of the University of Alberta for 20 years and later was president of the National Research Council, at Ottawa. Another uncle became lieutenant-governor of Nova Scotia.

J. S. D. graduated from the University of Toronto with first-class honors. He carried off a gold medal at Osgoode Hall in 1927 and a doctor's degree in law and business administration from Harvard University. From 1929 to 1934 he practised law with the firm of W. N. Tilley, K.C. Later, along with three other associates, he formed a legal firm to specialize in corporation law. He lectures in corporation law at Osgoode Hall, Toronto, which is operated by the Law Society of Upper Canada.

Mr. Tory has devoted practically all his spare time to what may be described as "military social work" and prior to that was particularly interested in the boy scout movement.

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Sayings of the Week

"In nearly every case we have found that the output (of war plants) considerably exceeds the objective for which the plant was built." — *Munitions Minister Howe.*

• • •

"I still think my job is the biggest one."—*Corp. Louis Libman, R. C. A. F., St. Thomas, referring to brother Paul Libman's (Actor Paul Mann) theatrical success in "The Crimmals" on Broadway.*

• • •

"I would suggest to the government that consideration be given at once to the adoption of a policy of compulsory saving as an essential and integral part of our war supply policy."—*Hon. Earl Rowe in the House of Commons.*

Stop Me If . . .

Two negroes were discussing their chances of being drafted.

"Taint gwine to do 'em no good to pick on me," said Sam, "cause I ain't gwine to do no fightin'! Ah ain't lost nothin' in dem countries an' dey can't make me fight."

"Yo' may be right," replied Mose, "Uncle Sam can't make you all fight but he can take yo' where de fightin' is an' den yo' use yo' own judgment."

Other People's Views . . . .

The Canadian Editorial of the Week

Mr. King Must Act

Huntingdon (Que.) Gleaner

Past experience has taught us that we cannot afford to wait until the actual moment for action has arrived, we must act at once to meet every possible necessity as quickly as it can be foreseen. Even then we may be too late.

The action of Quebec in voting "No" is not helping the war effort, it is like playing a delaying action. It is just the type of thing that Hitler is looking for. He likes to see the people of the countries he hopes to conquer, start quarrelling among themselves, he likes better still to see the men in governmental positions come out openly in opposition to such issues as the present one. Hitler knows that while they are arguing on such matters the attention to actual war affairs is diverted.

Internal dissension has caused the loss of almost every country which Hitler has overrun. It is in such times that Quislings begin to take hold. The whisper which rises in crescendo until it is a shout and overpowers the sound that come from the right-thinking populace.

We cannot wait in this war until the blow is struck, we must act to forestall it. Our democracy gives the right to every person to state his views and to have his opinions. But it does not give the right to any one person to force such opinions on all other persons to the extent that minority, and not majority, rules.

Mr. King must face the matter squarely. He must put the welfare of the country and its people as a whole first and foremost. He must not give way to the few and sacrifice the masses. He must show the same determination in the face of crisis, as did Prime Minister Churchill, when Britain stood alone. Concessions to Quebec have gone on long enough, the time has come to be firm and adamant. There must be unity in all we do and say. If there are any differences to settle, let them wait until we have won the war, but let the matter of winning the war be our first consideration.

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As Others See Us

Foundation of U. S. War Industry

Recorder and Times

The Financial Post does well to point out that the foundations of the United States wartime industrial programme which is now beginning to produce such splendid results were laid with the $3,000,000,000 which Britain poured into that country in the days before lease-lend in order to begin the transformation from a peacetime to a wartime basis. But for that investment, real war production across the border might have been considerably delayed.

• • •

Too Many Delusions

Moose Jaw Times Herald

There are still a great many delusions about the war, The Financial Post says, "delusions that are dangerously too prevalent."

As The Post states, time is short and 1942 will be the critical year of the war, and it will take more men and more weapons and more ships than the United Nations now have merely to hold the Axis this year, "so that we can retain control of the strategic springboards for our own 1943 attack."

• • •

The United Nations now recognize that in this global war their resources are not so overwhelmingly superior as they were once thought to be. It was one of the delusions that have been dispelled. We are still losing the battles, and are assured of more reverses to come before the tide turns, and it will not turn except by our own efforts and sacrifices. With the mighty forces of the world in conflict it may well be that the "utmost" all-out effort of Canada for "total war" with all the might of her man power and production might prove to be the deciding factor for final victory.

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Service to M.P.'s

P. C. Black (Member for Cumberland) in the House of Commons

"The immensity of the work carried on by the aircraft industry can be realized only when one considers total figures. I go to The Financial Post for these figures. I am sorry that many of them are not available to hon. members. We are under obligation to The Financial Post for much information that is adduced in the house."

• • •

Compulsory Savings

Saskatoon Star Phoenix

The method of compulsory saving, that is, the taking of a percentage of all incomes by government and their retention until the war ends or some time thereafter, has its values. The Financial Post cites three of them: One is the creation of a steady stream of revenue; another, that it would restrict consumer purchasing and thus check inflation; and it would provide a substantial reserve for consumer spending when the war ends.

Up to now and probably for some time yet no compulsory system seems to be necessary. During the first two years of the war it might have been unfair to many workers who for the first time in years had employment at good wages and an opportunity to re-equip and re-establish their homes.

On the whole, the course to be followed in the future seems clear enough. It is to continue the system now in use until it begins to become inadequate and then move into a compulsory system, which will assuredly meet with much opposition, but which will then have become necessary to hold inflation in check.

The Mail-box

Canadian Travel in U. S.

Editor, The Financial Post:

As a United States citizen resident in Canada for the past ten years, I am always interested and wholly in accord with the stand The Financial Post has taken with regard to Canadian travel in the United States, as again illustrated by the article on the first page of this week's edition.

A few years ago Canadian residents were allowed the privilege of buying $100 worth of goods in the United States and importing same into Canada free of duty. In all probability it would not be in keeping with the policy of the present government to allow this practice to continue again, but I cannot see where any harm could come of allowing pleasure travel on the same basis as was allowed prior to 4 or 5 years ago when such importations were prohibited.

In other words, let Canadian residents travel in the United States but forego the privilege of returning with $100 worth of goods free of duty.

E. T. EGAN,

Woodstock, Ont.

• • •

"Costless" Taxation

Editor, The Financial Post:

With regard to Victory Bond financing, Mr. J. F. Wedge says, in your issue of April 25 . . . "It would appear that the powers that be are playing Santa Claus to the banks by pressing for this 10% method, knowing that they will be sold within a few months, and that the banks will have to take on most of them. Why not sell them to the banks in the first place, and save these millions of commission? This would be no more inflationary than the present." When a million dollars, worth of bonds are sold by the government to the banks, a million dollars of new money is created. (Mr. Graham Towers, in evidence before Parliament.) That being the case why not the government issue our money for national purposes in the first place (instead of bonds), and save all commissions, expenses, and labor, to the extent of tens of millions of dollars, of bond selling campaigns.

In both cases the money is created, and inflation, if any, checked by taxation, and price control.

If the government issued our own, instead of "borrowing" bank-created money there would be no postwar "financial debt" under which, so the bankers tell us—"future generations will labor in poverty." Then the people could, and would realize God's truth that the real cost of war is not usury, but blood, sweat and tears.

NORMAN JAQUES, M.P.,

Mirror, Alta.

Editor's Note — Mr. Jaques quotes from statements by Mr. Towers before the Banking and Commerce Committee to the effect that selling bonds to the banks directly adds money—or more accurately, credit—in the banking system. He could also have quoted from Mr. Tower's statements to get the answer to his own contention that there is a "costless" method, in money at least, to finance a war. Discussing the possibilities of financing government expenditures by issue of money, Mr. Towers said:

"When it is claimed that a proposal of this type is 'costless,' I suppose that what is meant is that it is costless to the government. I cannot, however, conceive that a policy which is expensive to the people—as this proposal would be—can be costless to the government which is simply the representative of the people. If the government wants to adopt such a policy, it is possible for it to do so; but the result is a levy upon the public which counteracts the saving to the government."

The Financial Post

Member Audit Bureau of Circulations

A weekly newspaper, presenting in a popular manner reliable information respecting investments, business and national affairs in Canada.

FLOYD S. CHALMERS, Editor
DOUGLAS M. GOWDY, Business Manager
Published by
The MacLean Publishing Co., Limited
481 University Avenue, Toronto 2.
JOHN BAYNE MACLEAN, Founder and Chairman.
HORACE T. HUNTER, President.

Subscription Terms: Single copies, 10 cents. Yearly, in Canada, United States, Mexico and British Empire, $5; all other countries, $6.
Advertising Rates: Single insertion $4.20 per inch. Contract terms upon request.
Montreal: Dominion Square Building, Murray R. Chipman, Eastern Manager; John E. Langdon, Eastern Editor.
Ottawa: 380 Irving Ave. (Tel. 8-0847); Kenneth R. Wilson, Resident Correspondent.
New York: 522 Fifth Ave.
Chicago: 309 West Jackson Blvd.
London, England: Quadrant House, 55 Pall Mall, S.W.1.

Detective Thrillers—Made in Canada

British Paper Rationing Opens Door For Popular Priced Editions

By IAN SCLANDERS

"Thriller chillers" are rolling off the press at a great rate in Canada these days and finding a market not only in the Dominion but in the U.S., South America, West Indies, Newfoundland, even Iceland.

They are pocket editions — popular-priced reprints of the famed "White Circle" series — and the first books this country has ever exported on any large scale.

Paper rationing in Great Britain provided the opportunity for this important development in Canadian publishing. British publishers, held down to about one third of prewar paper supplies, had not only to print fewer titles but curtail exports.

William Collins Sons & Co. Canada Ltd. of Toronto, had for years been the distributor in Canada of the "White Circle" books printed by William Collins Sons & Co. in Scotland, as well as the distributor for "Penguin" and "Pelican" pocket editions, also printed in the Old Country.

F. F. Appleton, managing director of Collins in Canada, saw that no more of these series would come from Great Britain and that the demand built up for them on this side would be lost unless something was done.

Experiment Big Success

He embarked on the experiment of printing them in the Dominion. So far the success of the venture has far exceeded expectations.

Early in the spring from 10,000 to 15,000 copies of a title were printed. This has now been increased to 15,000 to 20,000 copies a title.

At present titles are being printed at the rate of two a week, in order to build up a wide selection. It is planned in the fall to strike a steady rate of six a month.

Mr. Appleton told The Financial Post his printers were producing pocket books for three months before any were put on sale—this so the buyers could be given a variety at the first offering.

The Canadian product, say the Collins people, is superior to that printed in Great Britain in quality of paper, binding—a semi-stiff cover—and general make-up. This, plus the fact that the titles have been chosen with an eye to Canadian reading tastes, has been reflected in a demand which is higher than when the pocket editions were printed in the United Kingdom. Perhaps another factor is that it is possible to give retail dealers better service from a Canadian printer than it was when shipments had to come from the other side.

Retail at 25 Cents

The Collins Co. in Canada obtains publication rights for the "White Circle" series from the parent firm in Britain. When the novels first appear, as new books, they sell for around $2.35 in standard editions with hard binding. Reprinted as "White Circle" pocket novels, they retail at 25 cents. They are sold not only through regular booksellers, but through railway news stands and other outlets.

Stories of the British secret service, Scotland Yard, nonchalant detectives—they are the sort of good, light, hair-raising reading calculated to keep tired businessmen awake in the evening, even in an easy chair. They are very popular among the men in the armed forces.

Longer novels than were printed as pocket editions in the Old Country are included in the Canadian "White Circle" series. This is because it has been possible to get production costs lower here, although $1,000 is said to be the minimum necessary to bring out one title.

Part of the cost of the longer novels can be spread over the shorter volumes in the series, which are cheaper to print. If, as a general rule, longer novels are less profitable, they add prestige to the trademark.

Two Other Series

Mr. Appleton's firm also has an arrangement with Penguin Books of Harmondsworth, Eng., to bring out Canadian editions of that series and of the sister "Pelican" series. The "Penguins" are fiction and the "Pelicans" lean to the side of education.

Paper rationing in Great Britain has opened up an important new development in Canadian publishing—the printing of popular-priced pocket novels. This is being pioneered by William Collins & Sons Co. Canada Ltd. Formerly, all pocket novels sold in Canada were imported.

The pocket editions sold in Iceland were for soldiers stationed there and those shipped to the U.S. were bought by the American government for troops. Sales elsewhere outside Canada were for troops and regular retail trade.

Finding export outlets was essential in order to increase total sales and bring down unit costs.

Sees it as Permanent

Mr. Appleton is confident that when the war ends Canada will continue to print pocket editions. He points out that a market has been established for the Canadian product, with its whiter paper and neater format, and that the public is not likely to want to go back to the old style.

Printing pocket editions in the Dominion has opened up some interesting literary possibilities. These show their first fruit in an "Anthology of Canadian Poetry," compiled by Ralph Gustafson, now on sale. A "Pelican," it is a comprehensive anthology of the works of our poets and the first, according to Mr. Appleton, which has sold at less than $2.

He is planning now to bring out popular editions of Leacock's "Sunshine Sketches of a Little Town," which has an Ontario locale; Niven's "The Flying Years," with a prairie background, and a volume by Ralph Connor, with scenes laid in British Columbia and the maritimes.

"If I could get a good Quebec title now," he says, "we would pretty well cover the country."

He does not anticipate, however, that many of the titles published will fall under the category of "Canadian literature."

Volume is Needed

"We have to have volume," he explained, "and I defy anybody to show me many Canadian novels which will sell 10,000 to 15,000 copies." He is not interested in unpublished manuscripts. Pocket editions are strictly a reprint proposition.

Incongruous as it seems, the experiment which began with cheap editions of detective thrillers is leading on to the publication of cheap editions of the Bible, and of dictionairies in French and English. In Britain, copyright of the Bible is held by the Crown, and only four firms are permitted to print it —one of them Collins. The Canadian branch of the firm now plans to exercise this right in the Dominion where, Mr. Appleton said, no Bible has ever been printed before. (Incidentally, a war always stimulates Bible sales greatly, and the available supply in Canada is said to be getting fairly low.)

He also has in type two editions of Collins' Dictionary, one of them, the cheapest, to retail at 25 cents, and a French dictionary. Both Canadian editions of Collins' Dictionary contain definitions of 30,000 words.

Paper rationing in Great Britain, by restricting our usual book imports from that source, has caused something of a boom for Canadian printers with facilities for doing a complete book job, including binding. A number of these are understood to have such a backlog of orders on hand that they can accept no new work before September.

But that doesn't need to worry detective story fans. They have Mr. Appleton's assurance that "White Circles" will appear with clockwork regularity.

The Week in Business

For the past eight months business activity in Canada, as measured by The Financial Post's index, has been practically stationary. The range of movement of the index over that period has been less than five points and for the last five months it has been less than two points. Sept., 1941, apparently climaxed the upward rush of business activity in Canada. Since then accelerated shutting down of consumer industries, near full employment of labor and materials for war uses, seem to have combined to level off the gain. The implication of this is that further gains may be much less marked than in the past and that Canada is reaching the stage of full utilization of its resources of plant, machinery, labor and materials.

Financial Post business index for April this year at 167.4 is slightly below March when the figure was 168.2. A year ago the index was 147.9.

Carloadings continue well above preceding levels. The gain for the year to May 16 is 11.4%.

Automobile financing, for both new and used cars, is showing effects of the curtailment of sales. Used car financing this year is 61.7% below the first four months of last year and new car financing is down 66.9% for the same period.

Cigarette consumption in April continued the rise which to date this year has taken the figures up 23.5% from a year ago.

LATEST FIGURES AND INDICES

New items this week marked ■

	Apr.	Mar.	Feb.	Jan.	Year Ago
■The Financial Post business index	*167.4	168.2	169.2	168.0	147.9
■Dom. war expend. (million $) ...	142.2	....	132.9	145.2	46.2
■Dom. total revenue (do.) ...	170.8	....	109.7	120.5	78.4
■Dom. total expend. (do.) ...	247.5	....	163.7	184.6	71.5
Retail sales index no.	....	161.8	154.8	150.9	129.3
■Dept. stores sales index no.	148.5	156.9	142.7	151.1	133.4
Wholesale sales index no.	....	154.7	136.1	132.2	125.1
Country store (% change pr. yr.)	....	+13.8	+15.3	+20.5	+5.5
Divd. payment index♠	121.4	121.4	121.4	121.3	121.2
COST OF LIVING—					
D.B.S. index	115.9	115.9	115.7	115.4	108.6
EMPLOYMENT INDEX Nos. D.B.S.—					
All industries	....	165.1	165.4	165.8	135.3
Manufacturing	....	195.7	191.2	187.1	150.8
Payroll (June 1/41=100) (b)	....	119.4	118.5	112.3	....
Payroll index (a) (1937=100) ...	....	190	178	185	154
			Jan. 1 to date		%
RAILWAYS—	1942	1941	1942	1941	Change
■Carloadings (week May 16)	65,257	61,737	1,243,370	1,115,633	+11.4
C.N.R. gross (week May 14) $	7,146,000	6,067,000	121,633,000	101,168,000	+20.2
C.P.R. gross (week May 14) $	4,993,000	4,234,000	88,139,000	70,408,000	+25.1
■C.N.R. net revenue (Apr.) $	7,078,100	6,799,362	22,303,259	17,490,927	+27.5
C.P.R. net revenue (Mar.) $	3,783,935	3,248,075	9,984,011	8,520,406	+17.1
IRON AND STEEL—(March)—					
Pig iron production (tons)	167,116	114,282	474,245	331,841	+43.2
Steel ingots and castings prod. .... (tons)	265,903	218,939	767,840	621.006	+23.5
AUTOMOBILES—(Number)—					
Passenger Cars:					
Domestic sales* .. (Mar.)	2.269	11,261	11,045	23,711	—53.4
Factory output ... (Mar.)	3,192	12,093	11,430	34,730	—67.1
Trucks and Buses:					
Domestic sales .. (Mar.)	3,377	3.390	8,620	8,123	+6.1
Factory output ... (Mar.)	16,996	13,951	50,690	38,219	+32.6
Financing:					
■Used .... (Apr.) $	1,585,422	6,656,680	6,250,571	16,273,505	—61.7
■New .... (Apr.) $	903,106	5,695,909	4,520,047	13,649,970	—66.9
CONSTRUCTION—					
Contracts awarded . (Apr.) $	22,512,100	23,567,200	64,295,600	88,843,500	—27.6
Cement prod., bbls. (Feb.)	299,361	302,182	582,756	584,746	—0.3
AGRICULTURE—					
Flour prod., bbls. .. (Mar.)	1,806,854	1,476,673	4,947,682	4,116,229	+20.3
Flour exp., bbls. ... (Apr.)	1,127,974	849,816	3,834.084	2,370,530	+61.7
Cattle sales▲ .... (Apr.)	79,608	89,786	359,331	313,431	+14.6
Hog sales▲ .... (Apr.)	631,098	600,676	2,226.043	2,065,377	+7.8
SEA FISHERIES—‡					
Catch, cwts. .... (Mar.)	231,740	427,300	2,042,540	1,336,500	+52.9
Landed value ...... (Mar.) $	638,500	602,500	2,269,300	1,718,000	+32.0
NEWSPRINT—					
Production, tons ... (Apr.)	277,741	279,996	1,163,581	1,062,670	+9.5
Exports .... (Apr.) $	10,702,000	13,019,000	50,285,000	43,917,000	+14.5
MINING AND OILS—					
Coal prod., tons ... (Mar.)	1,600,269	1,546,530	5,191,694	4,826,332	+7.4
Coal import, tons . (Mar.)	979,169	703,411	2,756,038	1,741,393	+58.2
■Gold rec., fine oz. . (Apr.)	413,161	385,488	1,577,783	1,685,812	—6.4
Crude oil, imp. gals.† (Mar.)	86,746	62,661	248,750	181,124	+37.3
ELECTRIC POWER OUTPUT—(April)—					
■Total monthly, 1,000 kw.h.'s	3,082,740	2,693,353	12,394,420	10,366,931	+19.5
FOREIGN TRADE—♦					
Imports .... (Mar.)	$144,886,122	107,982,222	406,568,557	295,996,312	+37.5
Exports .... (Mar.)	176,949,773	102,958,387	497,454,071	292,435,196	+70.2
OTHER INDUSTRIAL FACTORS—					
■Dressed lumber exp.: 1,000 bd. ft. ...... (Apr.)	146,769	142,653	528,451	629,296	—16.0
Shoes, prod., pr. ... (Mar.)	2,921,536	2,524,243	8,011,567	6,641,192	+20.6
■Cotton consump., lb. (Apr.)	17,863,817	17,114,949	67,591,899	66,201,826	+2.1
Raw rubber imp. lb. (Mar.)	11,440,796	8,692,314	21,500,479	31,232,217	—31.2
■Cigarette cons., No.† (Apr.)	767,456	616,466	3,076,734	2,489,228	+23.5
Sugar manufactured .. lb.§	90,187,029	87,221,405	1,199,719,338	1,137,792,237	+5.4
FINANCE—					
Bank debits† ...... (Mar.) $	4,176,830	2,838,146	10,300,482	8,319,432	+23.8
Bond sales† .... (Apr.) $	100,891	81,157	1,376,993	321,300	+328.8
Life insurance sales♠ (Apr.) $	36,232,000	35,398,000	154,546,000	128,924,000	+19.8

*D.B.S. All Canada figure covering 90% of the Canadian total.
‡Unrevised figures covering N.S., P.E.I., N.B., Que., B.C.
▲Total at yards and plants.
†000's omitted. §For four weeks to Dec. 31. ♦Gold excluded.
♠Supplied by Nesbitt, Thomson & Co. *Preliminary.
(a) Compiled by Canadian Bank of Commerce. (b) All industries.

Freight Loadings 18.6% Over 1941

Volume of freight loaded and received on the Canadian railways during February totalled 9,137,880 tons. This represents an increase of 18.6% over the same month last year when volume aggregated 7.7 million tons.

All provinces shared in the gain except Prince Edward Island. Increase were experienced in all major types of traffic handled.

I. H. E. System Head Warns on Interest

From Our Own Correspondent

MONTREAL.—Intimation that the 6% interest on International Hydro-Electric System debentures cannot long be continued is contained in the statement issued by Irwin L. Moore, president. He estimates the 1942 cash income will fall about $360,000 short of covering full interest on the debentures. "Unless there is an improvement in the financial position of International Hydro-Electric System the payment of full interest cannot long be continued," he said.

Plans are now being worked upon for a capital reorganization of the system. It is anticipated particulars of the scheme will be put before the debenture holders before long.

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TRUCKS ~~SPEED~~
CANADA'S WAR PRODUCTION

KEEP THE TRUCKS ROLLING

In wartime, especially, Canada needs this vital transportation system. But trucks must have tires — gasoline — equipment, and manpower. Acute shortages of these essentials have brought Federal controls which, while restricting private vehicle operation, have taken cognizance of the motor transport industry which performs such a vital service to the nation.

AVOID SHIPPING-DOOR DELAYS

Every time there is delay in loading or unloading a truck, valuable time is lost and equipment frozen . . . that means a slowing-up of Canada's all-out war effort. The co-operation of every shipper is necessary to keep Canada's truck fleet rolling at peak efficiency.

Motor transport has become an integral part of Canada's war assembly line. Under the Bits and Pieces program, parts for guns, tanks, and other armaments and munitions may be made in a dozen different plants scattered over the province.

Day and night these are rushed by motor truck to the final assembly lines — on time!

Trucks also keep the food rolling to Britain and the front line. Gathering millions of dozens of eggs, thousands of pounds of cheese, countless hundreds of livestock is a job that only trucks can do efficiently. Remember, too, that because trucks furnish fast, economical service on every shipment they are playing a vital part in maintaining Canada's price ceiling.

Today the majority of motorized common carriers are giving the biggest part of their service to Canada's war effort. Despite increasing demands on their facilities, they are pledged to a conservation program designed to save such critical necessities as rubber, gasoline, equipment, and manpower.

Trucks are an integral part of Canada's total war effort — keep them rolling for Victory!

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Universal Bimetallism Urged

Professor Michell Advances Plan For Postwar Period

Adoption of a universal bimetallic standard as a practical solution for the world's monetary troubles after the war is suggested by Professor H. Michell of McMaster University, Hamilton, in an address at the annual meeting of the Canadian Political Science Association.

His proposals are:

1. Establishment of a universal fixed ratio of silver to gold, with free convertibility of one metal to another subject to certain limitations. This ratio should be fixed at or near the actual ratio of the metals ruling in the London bullion market when the scheme is introduced. The important factors in setting the ratio would be that mint and market value should coincide more or less.

.2 All silver coins should be restored to the fineness of 925 parts of pure silver in 1,000. These coins should be given unlimited legal tender value.

3. The mints of the various countries should be ready to accept silver for coinage in an unlimited amount charging a small brassage fee for their services.

4. Gold and silver coins should be put into free circulation and all banks required to exchange their notes for gold or silver or possibly gold and silver at a fixed proportion of the two metals.

Must Revert to Hard Money

His proposal, he states, rests basically on the compelling necessity for the world to revert to hard money. To explain what he means by hard money he quotes the words of Stanley Jevons, "Something which is very valuable although of little bulk and weight and which will be recognized as very valuable in every part of the world."

He assumes that if, after the war, the world "could return to 'hard money,' the gold standard if you will, the benefits to be derived therefrom would be of inestimable value." But a return to the gold standard in Europe, to say nothing of Asia, would present difficulties of a most formidable nature for three reasons:

1. There is not enough gold.

2. What gold the world possesses is nearly all in the United States.

3. Future production of gold is doubtful owing to the steady depletion of the South African mines.

The first and last of these difficulties might be overcome, he believes, for instance by revaluing gold at, say, $55 an ounce and thus reducing the gold content of the dollar or the pound.

The Main Problem

But the uneven distribution of gold and getting it spread out over the world again he sees as a more difficult problem.

Defining silver as well as gold as a precious metal, he sees a bimetallic system as the remedy. Both metals, he urges, have been valued by human beings since the beginning and will continue to be valued, having "what we may call a magical or mystical significance. The people of the world understand them . . . They are universally acceptable."

The United States has most of the gold while there is plenty of silver in countries that have little or no gold. A bimetallic currency would enable the two metals to be used as money and thus even the balance.

Failure of the bimetallic system to work in the past is attributed by Professor Michell to shifting ratios in the bullion market of the two metals and the fact that the areas in which the double standard was adopted were restricted. Examples he mentioned were: the struggle of Britain to maintain a double standard around the end of the 18th century; the attempt made by France and the Latin union frustrated by Germany unloading her silver thalers, which led to a disastrous fall in the price of the metal; and different efforts in the United States. He recalled that even after the defeat of the free silver party in the United States in 1897, when President McKinley sent an envoy to Europe to propose a system of international bimetallism, ". . . he was met with approval in Paris and . . . with readiness to discuss the project in London. The mission failed because of the reluctance of the Indian government to reopen the Calcutta mint after the disastrous experience it had been through with the fall in the value of the rupee. Nor need I say anything of the experience of the world in the first war nor the admittedly unhappy outcome of the silver purchase legislation in the United States since 1933."

Potent Argument

The very disasters that have overtaken a bimetallic standard in the past in Professor Michell's opinion are a potent argument against a partial bimetallism. But, he claims, universal bimetallism is not only possible but perfectly practicable. In support he quotes Professor T. E. Gregory as saying:

"There need be no hesitation in admitting the truth that given a bimetallic ratio near the present market ratio and a large bimetallic area, the gloomy anticipations that bimetallism would break down would prove to be falsified."

If, says Professor Michell, the large bimetallic area were universal and the ratio between the two metals fixed at the end of the war at or near the current market ratio, the prerequisites for success demanded by Dr. Gregory would be completely satisfied and the feasibility of the plan put beyond all doubt.

A universal agreement will be more possible and more necessary after the war than ever before, Professor Michell indicated.

The Victor's Task

Envisaging the condition of the world after the war he sees the British Empire, the United States and the Russians, as victors, in a position to do what they consider best, and their task will be to get the world on its legs again. This, he believes, gives a large enough area to satisfy the requirements of Professor Gregory.

Enlargement of the sterling area or a new pound sterling would not be sufficient to bring about the desired result, in Dr. Michell's opinion. The victors will have to feed the vanquished countries; to save them from economic demoralization. They will have no gold or at least not enough to put their shattered monetary system on a firm basis, but may have lots of silver articles scattered about their countries which can be melted down and turned into hard money.

Chance to Use Silver

This, he declares, will give the impoverished nations a chance to turn to good account their hoards of silver for monetary purposes. "The moment you have anchored your monetary system to a metal or two metals as I suggest, you are, in Adam Smith's phrase, 'on solid ground'."

Professor Michell is rather apprehensive of the idea of a reconstitution of the sterling area. It would leave out of account the rest of the world including Canada, which must follow the United States. This, he notes, would leave world monetary reconstruction unsolved.

He sees little danger in the argument that the amount of silver in the world is so great that if turned into money it would cause inflation. Silver compared with other metals such as iron, copper, etc., is still measured in ounces. He maintains it is still a precious metal—"get rid of the paper that is not backed by gold or silver and you have a safeguard against inflation," claims Dr. Michell.

Early Years Best Time To Purchase Insurance

The best time for married men to buy life insurance is when they are young, is the gist of remarks made by J. D. Buchanan assistant general manager and chief actuary of the London Life Insurance Co. to the Toronto Life Underwriters Association at their May meeting last week.

Many underwriters, he declared, had had applications for insurance on married men in the 40's or 50's, declined. "Yet," he proceeded, "it would be found on investigation that in a great proportion of cases these same men could easily have secured all the life insurance they needed in their 20's or 30's."

Accordingly, Mr. Buchanan declared, young married men should be persuaded "to anticipate to some extent their insurance needs and should buy sufficient life insurance protection if possible, even though they have to purchase it on the low premium plans."

Term Policies Have Place

While in most of such cases Mr. Buchanan believed the whole life plan should be used, he declared that in some cases convertible term policies are desirable. For young married men whose urgent need is protection, investment plans should be left for future consideration.

Policies on a permanent plan, Mr. Buchanan explained are much more attractive when purchased at a young age. As an example he stated a whole life policy at age 30 costs less than half the premium for a policy bought at age 50, and a policy bought at a young age even on the whole life plan provides protection at low cost and an opportunity for accumulation of substantial reserve funds for later years. The cash value at age 65 of a whole life policy taken out at age 30 is about half the face amount of the policy.

Objective Not Reached

Many men set an objective for themselves in life insurance but start too small and never realize their goal unless they realize the need for immediate action and insure their insurability.

Factors helpful in enabling a man to decide what life insurance he should carry Mr. Buchanan said were:

Consideration of the income settlement options.

Calculating the present worth of their future earning capacity.

Settlement Options

Settlement options offer considerable service to both policyholder and beneficiary he declared, and even though they are likely to be affected by changes in the interest rate, they will continue to add to the service of life insurance.

Regarding future earning ability he estimated that for a man aged 30, earning $2,500 yearly, the present worth of his earning capacity was about $50,000.

The endowment policy, in Mr. Buchanan's opinion, should be used largely in the case of married men in the later years when funds for retirement and saving are a primary consideration and the needs for protection have been cared for.

Short term endowment policies should rarely be sold to young married men he thought, but at the older ages he recommended higher premium plans than whole life. While a man gets what he pays for, by giving careful thought to individual cases, certain risks and difficulties which would otherwise cause disappointment may be avoided.

Man's Best Interest

For a man on active service, the criterion as to whether he should be sold insurance or not is the man's own best interest, Mr. Buchanan emphasized. No effort should be made to sell insurance to men on active service unless it is in accordance with the man's own best judgment. In cases where a man is buying to have an option on insurance after the war, it is better to buy a low premium plan, Mr. Buchanan declared, adding that endowment or pension plans certainly do not seem suitable for most men on active service.

Canadians generally, Mr. Buchanan declared, could help keep the cost of insurance down by buying their insurance in larger units. It takes just as much work in the head office and the branch office to look after a $1,000 policy as a $2,000 or $5,000 one he said.

Widen Non-Tariff Fire Policy

Premium Rates on Dwellings Also Revised

Broadening of coverage and a reduction in rates on ordinary fire insurance policy on dwellings and their contents have been announced by the independent fire insurance companies in Ontario and Quebec.

Effect of the change is to give buyers more protection at a lower premium rate. While the independent companies do not necessarily act as a unit, it is understood the new forms have been generally adopted by the non-tariff group.

Like the change recently announced by the tariff companies, the new form gives householders many of the advantages offered by the Personal Property Floaters policies. The cut in rates averages 10%.

Maintain Agents' Income

To help agents maintain their income in spite of lower premium rates, companies are making available policies with the supplementary contract and war risk coverage, No. 1 added, at the rate formerly charge for fire insurance alone. The supplementary contract gives protection against windstorm, hail, lightning, explosion, riot and impact by vehicles or aircraft and smoke damage. The war risk coverage No. 1 gives protection against loss by sabotage and falling unarmed aircraft.

Important features in the new coverage follow:

Fire insurance policies on dwellings now are extended to cover building fixtures, contents, plate glass, fences, etc. If the building is not occupied by the owner, the protection is extended to garden tools, appliances, fuel, etc.

Protection of household and personal effects is maintained even if they have been temporarily removed from the policyholder's premises to any other place in Canada, Continental United States or Newfoundland, provided they are not more specifically insured. But it does not cover them in any seasonal dwelling such as a summer cottage.

At the policyholder's option, up to 10% of the face value of the policy may be applied on any outbuildings, garages, etc., belonging to the main dwelling.

An amount up to 10% of the policy may be applied to reimburse the policyholder for loss of rent. If he rents the building 10% of the policy may be used to reimburse him for rentals lost through the fire. If the owner lives in the house he may collect up to 10% of the policy on this account. But the company is only liable if the building becomes uninhabitable as a direct result of the risks covered by the policy. Liability is also limited to the actual loss in rental income or rental value sustained.

Up to 10% of the policy may also be applied to reimburse the policyholder for any additional living or hotel expenses over the rental value of the property if he is forced to make such arrangements.

When a partial loss is sustained the policy is automatically reinstated as from a date 10 days after completion of proof of loss unless before that time either party notifies the other of a desire to make a change.

Can Keep Fuel Oil

An important easing of the terms of the policy is the authority given the policyholder to keep kerosene or fuel oil on the premises and to keep automobiles, provided that no more than one gallon of gasoline over the quantity in the car tanks is kept.

The new policy also gives permission to complete construction of a building and to make alterations, additions and repairs provided the period involved is not more than six months. Materials on the grounds are also considered covered by the policy.

Some companies state that all fire policies in force covering dwellings or contents other than summer dwellings shall be considered to be revised by the new form. Renewal certificates accordingly will be stamped to this effect.

Insurance Notes

J. Dyer Simpson, general manager of the Royal-Liverpool group of insurance companies has been appointed director-general of administrative services for the United Kingdom, by the Minister of Supply for Great Britain. Mr. Simpson was Ontario manager about 20 years ago for the Liverpool & London & Globe Insurance Co. which is affiliated with the Royal.

* * *

Letters patent have been issued by the Quebec provincial government incorporating the Quebec Insurance Adjusters' Association as a corporation without share capital.

Objects of the association are: to maintain a standard of ethics for the conduct of members and to secure and promote amicable relations with insurers, government officials and the public generally in matters connected with the business of insurance and insurance claims. The head office of the corporation is to be at Montreal.

NOTICE

Notice is hereby given that The Lumberman's Insurance Company has received from the Department of Insurance, Ottawa, Certificate of Registry, No. C-797 authorizing it to transact in Canada the business of Real Property Insurance, and Weather Insurance limited to the insurance of the same property as is insured under a policy of fire insurance of the company, in addition to the classes for which it is already registered.

HERBERT BEGG,
Chief Agent for Canada.

NOTICE

Notice is hereby given that Fire Association of Philadelphia has received from the Department of Insurance, Ottawa, Certificate of Registry No. C-796, authorizing it to transact in Canada the business of Real Property Insurance and Weather Insurance, in addition to the classes for which it is already registered.

J. J. KILGOUR,
Manager for Canada.

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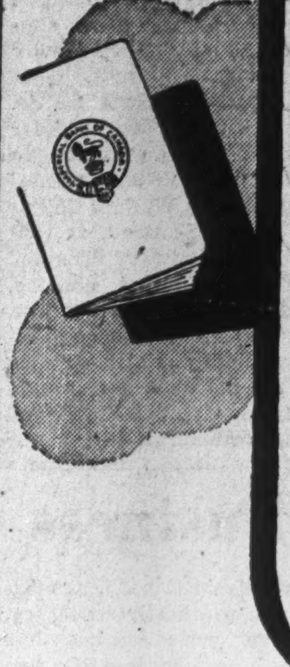

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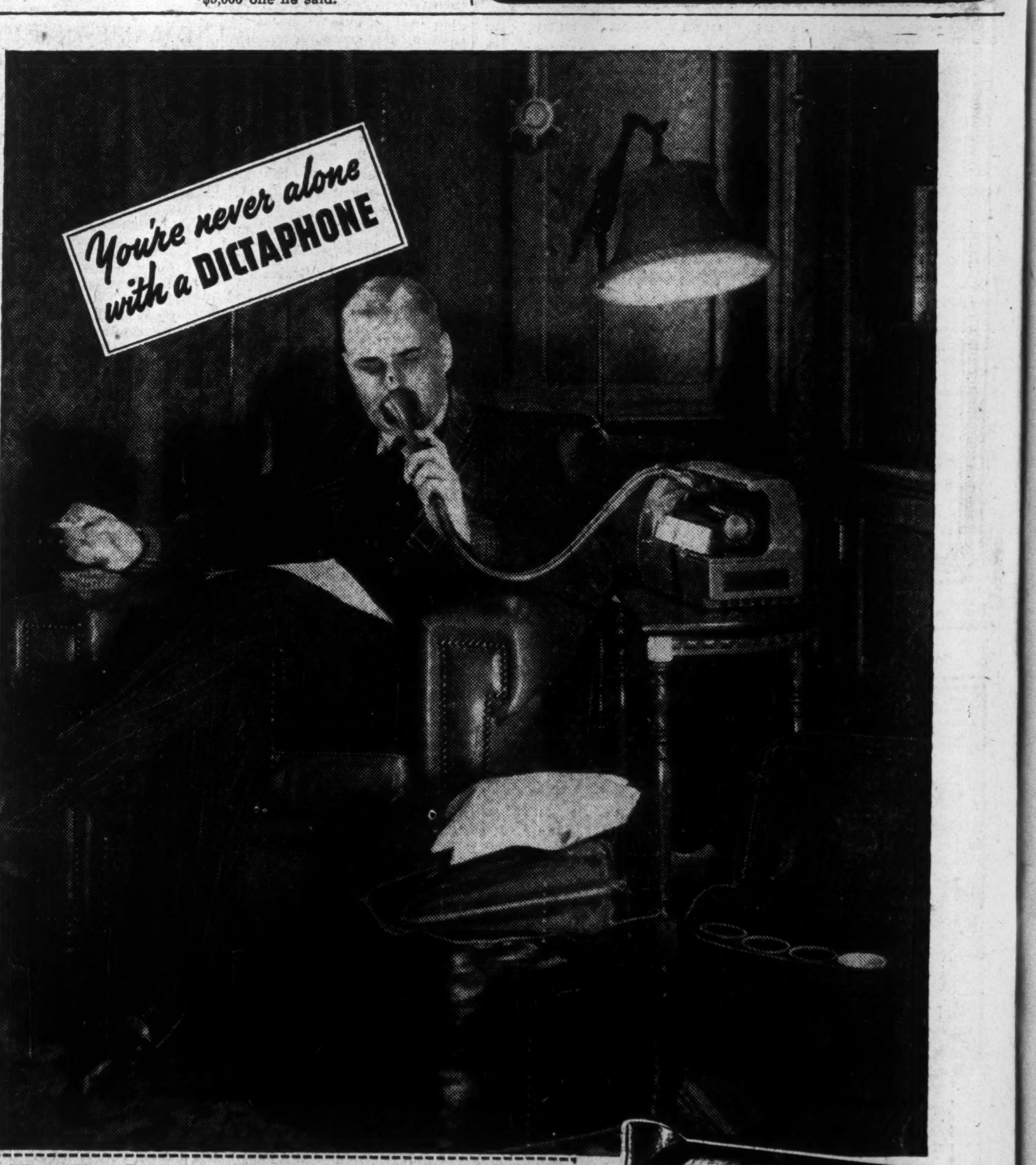
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New Books

Aladdin Was a Piker

THIS CHEMICAL AGE. The Miracle of Man-made Materials by Williams Haynes. Published in Canada by the Ryerson Press, $4.25.

All the superlatives about the wonders of modern chemistry have been used; all the inferences as to its effect on our daily lives have been drawn. Everybody knows chemistry is performing dazzling feats.

Williams Haynes tells laymen how it is done; and a good deal about the people who have done it including some of those stemming far back into the reaches of history.

The author is not a chemist which is one of the important things about this book. Haynes knows what interests the layman about industrial chemistry and how to present his story understandably.

He was formerly editor and publisher of Chemical Industries, the great U. S. trade publication for this industry, a magazine now owned and published by the MacLean Publishing Co. of Canada. Haynes has been a newswriter in London and New York, has edited daily newspapers and magazines. Now he is devoting himself entirely to writing—adding to his score of 14 books published up to this time.

This volume, written with great verve and imagination, offers the layman the easiest and most pleasant possible key to wonders he needs to know about—wonders that make Aladdin look like a piker.

Nearly All You Need

FAR EASTERN WAR 1937-1941, by Harold S. Quigley. Published by World Peace Foundation, Boston. Cloth $2.50, paper $1.

In this well-planned, well-written and very well-documented volume, the North American will find just about all he needs to know about China and Japan—the reason they are like they are today, how they got that way, where they may go from here.

Mentally, Author Quigley is very evidently not from the back concessions, the cloister nor the revolutionary hot box—a fact which sets him well apart from so many writers on the Far East.

Here is a solid, very readable report and analysis of social, economic and political forces which have created today's events; which will determine tomorrow's.

An interesting point is that Mr. Quigley exonerates the mass of the Japanese people from blame for their nation's foreign policy. The masses, he says, are "lacking in political experience, and deprived of liberal leadership by a vigilant police, hence, they tread the traditional path of loyalty.

"There is a greater community of interest between the Japanese and the Chinese peoples than either of them realizes."

The author breathes a hope that the United Nations may be able to demonstrate and make effective that community of interest. Then, he indicates, the Japs might revise their ideas of loyalty; might repudiate their warmakers.

Commando Training

GUERILLA WARFARE, by "Yank" Levy. Penguin Books. Price 25c.

The author in this case is considerably more interesting than his book. Born in Hamilton, Ont., "Yank" Levy has been a soldier of fortune in Mexico, Latin America and Spain. Tom Wintringham, famed British exponent of guerilla warfare, describes Levy as the most brilliant lecturer at Britain's school of guerilla training.

Wintringham in his introduction to the book lets drop a hint—loud as a broad plank on a quiet creek—that he has assisted in production of this volume. One cannot but suspect that Levy might have produced a more forceful and interesting book all by himself.

For the result is too much of the time a study in what to any healthy Canadian is the obvious; a pretty excited foray in the Boys' Own Annual school of adventure writing.

The book does, however, add materially to the layman's appreciation and understanding of the function of guerilla troops and how they work. It makes out a very good case for their organization. It gives some very pungent hints.

Dynamite wrapped in clay, rolled in coal dust and then rolled down a coal chute to be shovelled into furnaces is one note on the art of sabotage. Author Levy also emphasizes the usefulness of a cheese cutter (a length of wire with wooden handles at each end) for quiet disposal of enemy sentries.

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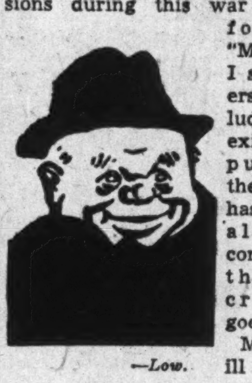
London Calling

by Adelphi

LONDON.—When is a secret not a secret? This foolish question has arisen out of two unpleasant incidents in Parliament which, in the opinion of many members, should never have arisen.

The British House of Commons has rather specialized in secret sessions during this war until the formula of "Mr. Speaker I spy strangers" (a prelude to the exit of the public and the press) has become almost as common as the ancient cry "Who goes home?" Mr. Churchill who is usually the principal figure in these affairs laid down for the guidance of the members that while nothing whatever was to be revealed about the secret session, it was the duty of members, having heard the confidential Ministerial statement and listened to the debate, to radiate the impression which they had gathered.



—Low.

BEAVERBROOK

Thus, if the Prime Minister told the M.P.'s grave news, they would go out to dinner with a serious and solemn countenance. On the other hand, if the news was unexpectedly good, the M.P.'s would be extremely jocular and probably slap their hostess on the back. But at what moment does radiation of atmosphere become the indication and even the revelation of fact?

I cannot describe the first of the two incidents because it was aired in secret. Everyone knows who it is and all that, but I must content myself with the published statement that after a vote of the House the erring member will have to appear before the omnipotent Committee of Privilege.

Can Tell This One

The second case was handled in the open and concerned that belligerent pacifist John McGovern, a Scottish member. McGovern is one of the tiny Independent Labor Party which is led by Jimmie Maxton and musters a parliamentary strength of three. Maxton looks like the gaunt spectre of the barricades, but is gentle, courageous with a nice blending of wit and melancholy. Campbell Stephens is a somewhat bewildered Falstaff who doesn't seem quite sure what it is all about. John McGovern is the muscular idealist. He would scrap with anyone and is prepared to knock the heads together of any two men who approve of this war or any other.

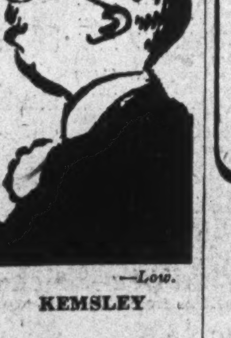
Following the last Secret Session Mr. McGovern made a speech in Glasgow. He said that if his audience had heard the Prime Minister in the secret session they would have been elated. Then, branding all Ministers as liars, he said that our shipping losses had reached the figure of 800,000 tons a month.

Geoffrey Shakespeare, former Dominions-Secretary and a comparatively recent visitor to Canada, raised the matter on the floor of the House.

He Gets Spanked

Had McGovern committed a breach of privilege? The Government said that the figure of 800,000 tons was not accurate. It would seem then that if something is not true, it cannot be an official secret. Ah! But McGovern had said that the Prime Minister had spoken and he even indicated the nature of Churchill's speech.

But had not Mr. Churchill urged the House to radiate the appropriate mood afterwards? Yes,—but radiation could not include detailed statements as to what actually happened. But the Press had published the fact that Mr. Churchill would speak. That was merely intelligent anticipation. Then someone with a colorful mind suggested that the Press might be asked to announce that the Prime Minister was to speak in such and such a secret session merely to cloak the fact that Churchill was on his way to Moscow or some distant part. This settled it and Mr. McGovern has to go before the Committee of Privilege.



—Low.

KEMSLEY

It is all rather like the days of the ominous Committee of Public Safety in the French revolution when to be impeached was to be guilty. There is a good deal of feeling at Westminster that this heresy hunting is a foolish waste of time.

• • •

Blow For Cripps

In last week's notes I indicated that the Beveridge plan for rationing fuel and light would meet with a rough reception in the Commons and that Dr. Dalton, the President of the Board of Trade, would not be able to carry it through. Within a few hours of penning those words the debate took place and it seemed that I had misled you.

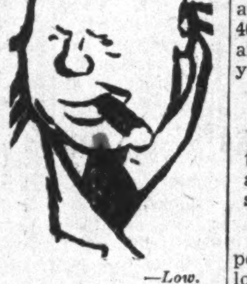
Sir Stafford Cripps was rushed into the breach. He told the House quite bluntly that the government intended to carry the measure through, and although amendments would be made the plan would definitely and finally be debated before Whitsun and put into effect with all possible speed. It was the first time that Cripps, as a Minister, has come into conflict with the popular feeling in the House, and momentarily he seemed to be having his way. But the storm broke out afresh and blew a gale. The government has withdrawn to a prepared position according to plan. In other words it beat a retreat. The plan will not be debated before Whitsun, it will not be carried into immediate effect and Sir William Beveridge, its fond parent, has offered to resign as adviser to the Board of Trade.

It is a blow to Cripps. The immaculate fencer has fallen almost at the first jump. The path of power is rough and full of dangers in wartime.

• • •

Has Lost Three Houses

Lord Beaverbrook's return to Britain was celebrated by two fires, one in Fleet Street where the war of the newspaper barons flared up fiercely, and one at Cherkley Court, Beaverbrook's country residence. The Beaver has lost three houses in the War, and now he is at the Savoy surrounded by telephones and with an excellent view of the Thames.



—Low.

CAMROSE

It is widely known how Lord Kemsley had attacked Beaverbrook for his activities in America and his violent advocacy of the Second Front. As Beaver arrived back, his savagely brilliant cartoonist Low of the "Evening Standard" drew a cartoon of Beaverbrook coming down the gangplank with his urchin's grin while Kemsley and his brother Lord Camrose of the "Daily Telegraph" hurled paper darts at him from behind some earthworks. That sounds innocuous enough but the caricatures of Kemsley and Camrose were cruel—really cruel. Low is undoubtedly the greatest cartoonist in the world, but he has a satanic genius for detecting the one weak spot in his victim's face. Perhaps he has never exceeded his caricatures of the late Lord Birkenhead as "Lord Burstinghead" but Eden has writhed and John Simon has smiled a sickly smile in their time.

The Beaver did not see the famous Kemsley cartoon before it went in. But that will not bring peace to Fleet Street. In the meantime the irrepressible Max sits like a Buddha, with just the suggestion of a grin. "It's most unfortunate," he says. Incidentally on his return flight one of the engines failed and a lot of petrol had to be dumped in the sea to lessen the weight. Then the plane managed to get back for repairs. The Beaver does not smile about that.

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Ford of Canada

With all the restrictions in the automobile business does it appear likely that Ford of Canada will be able to earn its dividend?

Ford Motor Co. of Canada is the only opportunity Canadian investors have of participating in this industry. With the exception of buses and replacement parts, civilian production has been discontinued, but the factories are fully engaged on war production.

How this will affect earnings it is impossible to state, although it seems reasonable to expect that the $1 a share annual dividend would be earned and paid with a fair margin.

Last year the company earned $1.97 a share, compared with $1.55 in 1940. Gross revenue from sales was up 51%, while sales of automotive units gained 13.5% over 1940. The company's financial position is strong and it has demonstrated ability to maintain its position in the industry.

Brazilian Traction

Is the uptrend in Brazilian Traction earnings that prevailed during 1941 holding good so far this year?

Brazilian Traction, Light & Power Co. reported a gain of 20.37% in net earnings in 1941, and for the first three months of 1942 a gain of 11.86%. The annual report for 1941 will probably appear within the next month and should show some improvement in net profits over last year's $1.31 a share.

Demand for the services provided by the operating subsidiaries in Brazil continues high. Although this company has been able to report good earnings and ample financial resources for a number of years, its dividend payments have been irregular. This has been primarily due to difficulty in getting foreign exchange to transmit funds out of Brazil. Improvement in this situation on an important scale hardly seems likely in the immediate future although the company was able last year to pay a dividend of 40 cents a share and has declared another 40 cents payable in July this year.

Can. Northern Power

I would appreciate an explanation of the current position of Canada Northern Power common stock.

Canada Northern Power Co.'s position has been affected by the loss of contracts to supply power to Noranda and Lake Shore Mines. On the other hand, the loss of this business has enabled the company to cut down its purchases of power from Ontario Hydro.

Net result is that the income position of the company has not been unduly affected. For the three months ended March 31 last, net operating income totalled $714,586 as against $688,713 the year before. The long term outlook, reflected in the relatively high yield of the stock is somewhat uncertain.

Gold mining may tend to decline as it becomes more difficult to secure supplies. Such a condition would affect Canada Northern Power's operations and earnings, since it provides power to a large number of gold mines in Northern Ontario and northwestern Quebec.

Inter. Hydro-Electric

I have several thousand dollars invested in International Hydro-Electric bonds and would like to have your comment on the company.

International Hydro-Electric System's 6% debentures are not without interest as a semi-speculation. This company controls various power properties in New York State, New England Power Association and Gatineau Power Co.

The system's revenues are derived almost entirely from the New York properties and Gatineau Power Co. On the basis of anticipated income this year, the system will show a deficit of about $350,000 after paying debenture interest.

The problem is how it will take care of the debentures when they mature in 1944 and also whether or not it would be justified in dipping into limited cash resources in order to pay the full debenture interest. We understand that a plan is being worked upon designed to overcome these difficulties and it will probably be submitted to debenture holders in the near future.

Indications are that the company should be able to pay at least 4% interest out of its present income and if the system can secure an extension of the maturity date on the debentures, one of its principal difficulties would be over.

National Breweries

Would you be good enough to provide me with information on the common stock of National Breweries, of which I hold 20 shares.

National Breweries Ltd. is one of the principal breweries in Canada. It has a long record of successful operations and has built up a strong financial position.

Last year sales increased and net profit at over $2 millions was up substantially despite an increase of over 100% in taxes. Earnings on the common amounted to $2.54 a share as against $1.80 the year before.

Improvement in demand reflects increased employment and higher spending power, as well as substantial exports of beer to the armed forces in the Near and Middle East.

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It is well to remember that Life Insurance costs less at 40 than at 55 and that it is both wise and economical to arrange for Insurance now, to build up your estate, and to meet the demands that you know will be made upon it.

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The administration of an estate is no easy task nowadays. When the burden is placed on the shoulders of an individual, it demands time and care that few men can willingly spare from their own business. A corporate trustee, organized for the work and with wide experience in the administration of Estates and Trusts, is the logical answer to your question, "Whom shall I appoint as my Executor and Trustee?"
Consultations and correspondence invited
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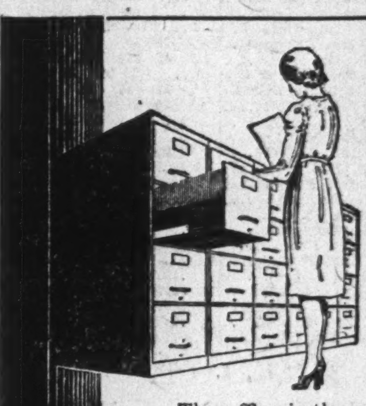

Pages in the Book of
VICTORY
In the annals that shall have been written of this historic epoch many pages will cover the part that industry is playing in this battle for freedom from intolerance and slavery.
The more co-ordinated and efficient is the handling of industry, large and small, the more quickly shall victory be ours.
The office is the vital nerve-centre through which all contracts and contacts are made. Look to it that your part in this great effort is not hampered by obsolescent and inefficient equipment in your office.
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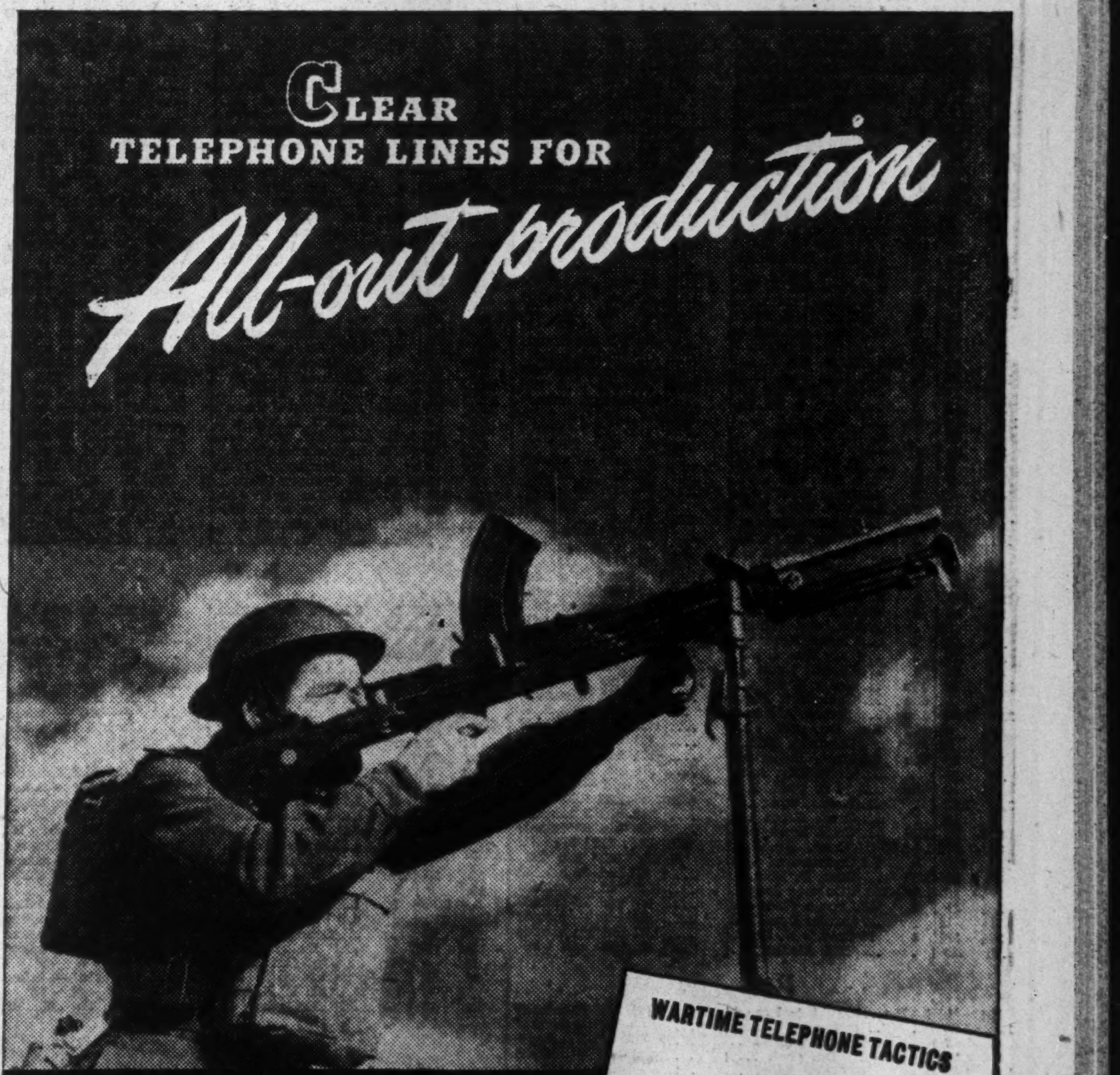

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When war broke, Canada had no small-arms industry. Today she is making all these modern weapons for herself and her allies. Her Bren plant, producing several thousand guns a month, ranks as one of the largest small-arms factories in the world.

The telephone is a day-and-night necessity to the men who created this industry and now must set even new production records, month after month. *Their calls must go through.* Lines must be available to handle them promptly.

And they can be, provided everyone is efficient and unselfish in his use of existing telephone facilities. Your telephone is part of an extensive wartime communications system. Are *you* observing "Wartime Telephone Tactics"?

WARTIME TELEPHONE TACTICS

1. BE SURE you have the right number . . . consult the directory.
2. SPEAK distinctly, directly into the mouthpiece.
3. BE BRIEF. Clear your line for the next call.
4. ANSWER promptly when the bell rings.
5. USE OFF-PEAK hours for Long Distance calls: before 9.30 a.m., 1-2 p.m., 5-7 p.m., after 9 p.m.

These things may look trifling, but on 6,500,000 daily telephone calls, they are very important.

On Active Service
Giving Wings to Words

THE WEEK'S QUOTATIONS

Toronto and Montreal Exchanges

The following table is confined to official prices for listed stocks, including curb market quotations. Where no transaction is recorded, bid and asked prices are given. For unlisted stocks, quotations by unlisted dealers are published. The Financial Post cannot accept any responsibility for such quotations.

WEEK ENDING MAY 23

Range 1942 High	Low	Div R'te $	May23 Y'ld %		Sales	Last May 18	Week end. May 25 H	L	Cl'se
				A					
.75	.40	*	...	Abitibi	2025	.50	.55	.50	.50
7	4	*	...	Do. pref. 6%	880	4½	4½	4	4
25	13	*	...	Do. pref. 7%	....	(13½ bid 15 asked)			
3	3	.	...	Acme Glove	....	(— bid 3 asked)			
60	50	6.50	13	Do. pref.	....	(— bid 53 asked)			
13	12	80+20c	8.3	Agnew Surp.	....	(12 bid — asked)			
110	109	7	6.4	Do. pref.	....	(109 bid — asked)			
.90	.75	*	...	Alta. Pac. Gr.	....	(— bid .95 asked)			
27	21¼	*	...	Do. pref.	4	25	23	23	23
9¼	8	.	...	Algoma Steel	130	8¾	8½	8	8
84	82	5	5.9	Do. pref.	....	(84 bid 92 asked)			
109	96	8+2	10	Aluminium	68	100	99½	99	99
115	112	6	5.3	Do. pref.	....	(115 bid — asked)			
7½	6	25c	...	Amal. Electric	....	(5½ bid — asked)			
†37	37	60c	1.6	Amer. Cyn. B.	....	(33 bid — asked)			
41	40	2.75	6.9	Ang. Can. Tel. p	....	(— bid — asked)			
19	17	80+40c	6¼	Asbestos	35	18	18½	18½	18½
18½	14	1.75	11.4	Assoc. Brew.	215	15	15½	15	15
112	109½	7	6.2	Do. pref.	....	(111 bid — asked)			
†1	1	.	...	Assoc. T. & T.A.	....	(— bid — asked)			
‡24	24	98c	...	Do. pref.	....	(— bid 23 asked)			
102	102	5.50	5.4	Ault & Wiborg.	....	(102 bid — asked)			
				B					
150	142	8	5.4	Bk. Can. Nat.	86	147	147	147	147
189	180½	8	4.4	Bk. Montreal	61	182	182	181	181
275	269	12	4.4	Bk. N. Scotia	39	270	270½	270	270
255	228	10	4.3	Bk. Toronto	12	230½	231	230	230
8½	8½	35c	...	Barber Ellis	....	(6 bid — asked)			
•5	4½	.	...	Barcelona	....	(— bid — asked)			
1.25	.50	.	...	Barker's Bread.	....	(.85 bid 1.30 asked)			
18	12	.	...	Do. pref.	....	(15 bid — asked)			
14½	13	1+25c	9	Bathurst Pr.	755	14	14	13	13
2½	1	.	...	Do. (B)	35	1½	1½	1½	1½
5½	3½	80c	...	Beath & Sons	....	(5 bid 6 asked)			
8	6½	.	...	Beatty Bros.	....	(6½ bid — asked)			
110	102	6	5.5	Do. pref.	....	(107½ bid — asked)			
90	76	7	7.8	Do. 2nd pref.	....	(86 bid — asked)			
9¾	9½	.	...	Beauharnois	236	9¾	9¾	9¾	9¾
81	81	4+2	7.4	Belding Cort.	....	(80 bid 86 asked)			
124	115	7	6	Do. pref.	....	(116 bid — asked)			
150½	142	8	5.5	Bell Telephone	314	144	144	143	144
7	6¾	30+5c	5	Bertram & Sons	....	(6¾ bid — asked)			
7½	6¾	60c	8.9	Biltmore Hats	....	(6 bid 7 asked)			
3	2½	.	...	Blue Ribbon	....	(2½ bid 3 asked)			
32½	28	2.50	8.9	Do. pref.	....	(25 bid 27 asked)			
10¾	10¾	60c	5.6	Blue Top Br. A.	....	(10½ bid 11 asked)			
10½	8	.	...	Do. "B"	60	9½	8¾	8¾	8¾
20¾	20½	1.30	6.4	Brant. Cord. pf.	....	(20½ bid — asked)			
8½	6	40c	...	Brazilian Tr.	1798	8¾	8½	8½	8½
5½	3¾	50+10c	..	Brew. & Distil.	....	(4 bid 5 asked)			
†6½	6½	.	...	Bright, T. G.	....	(6½ bid — asked)			
†90	90	6	6.7	Do. pref.	....	(90 bid — asked)			
18	13	1	6.5	Brit. Amer. Oil	797	15	15¾	15	15½
16	12	1.50	...	B. C. Packers	....	(13 bid — asked)			
22	17	2	10.5	B. C. Power, A.	284	18½	19	18	18
1.25	.75	.	...	Do. (B)	....	(.50 bid 1.00 asked)			
6	4½	20c	...	Bruck S. Mills.	150	5½	5	5	5
14	11½	70+10c	6	Building Prod.	235	13½	13½	13½	13½
8½	7½	60c	8	Burlington St'l.	....	(7½ bid 8½ asked)			
				C					
..	..	.	...	Caldwell Linen.	....	(4 bid 5 asked)			
..	..	1.50	...	Do. 1st pref.	....	(23½ bid 24 asked)			
9½	9½	80c	8.4	Do. 2nd pref.	....	(9½ bid 10 asked)			
‡70	70	.	...	Calgary Power	....	(— bid — asked)			
102	98	6	6	Do. pref.	10	98¾	99½	99½	99½
2¾	2½	.	...	Canada Bread	....	(— bid 2 asked)			
103	100	6	5.9	Do. pref.	10	101	100½	100	100
46	30	2.50	6.7	Do. pref. B.	....	(32½ bid 37 asked)			
5½	5	40c	7.3	Canada Bud	25	5½	5½	5½	5½
5	3¾	.	...	Canada Cement	10	4½	4½	4½	4½
102	95½	6.50	6.5	Do. pref.	313	99	100	99½	99½
†5¾	5¾	40c	...	Can. Cr. Stone.	....	(4 bid — asked)			
106	102	5	4.8	Canada Cycle, p	....	(105 bid — asked)			
20¾	17	1.50	8.3	C. & D. Sugar	340	18	18	18	18
19	15	1.50	8.8	Can. Forg. (A)	6	18	17	17	17
19½	18¾	1.50	7.9	Do. (B)	....	(17 bid — asked)			
55	50	6	...	Can. Iron	....	(— bid — asked)			
80½	80	6	7.4	Do. pref.	....	(75 bid — asked)			
‡390	390	20	...	Canada Life	....	(— bid — asked)			
38	33	2+50c	7	Can. Malting	....	(35 bid 37½ asked)			
5¾	4	60c	13.3	Can. Nor. Pr.	....	(— bid 5 asked)			
85	78½	7	8.5	Do. pref.	....	(79 bid 85 asked)			
87	74¾	4	5.3	Can. Packers	55	75	75	74¾	75
126	120	8	6.6	Can. Perman.	42	120½	120½	120	120
9	8½	50c	...	Can. Starch	....	(8½ bid — asked)			
113	111	7	6.2	Do. pref.	....	(111 bid — asked)			
7½	5	.	...	Can. Steamsh's.	91	7	7½	6¾	7½
29¾	25½	2.50	9.4	Do. pref.	560	26¾	26¾	26	26½
7¾	5½	40+10c	8	Can. Vinegars.	125	5½	6	5½	5½
57	49½	4	7.7	Can. W. Cable.	10	51	52	52	52
24¾	19	2	10	Do. (B)	87	19½	20	20	20
108	106	6.50	6.2	Do. pref.	....	(106 bid — asked)			
1.75	.80	.	...	Can. Bakeries.	....	1.25 bid 2.00 asked			
60	48½	‡6.25	..	Do. pref.	....	(57 bid 61½ asked)			
154	140	8	5.6	Can. Bk. Com.	63	141	142	141	141
1.45	1.00	.	...	Can. Breweries	400	1.15	1.25	1.15	1.25
31	28	3.40	11.9	Do. pref.	80	28½	28¾	28½	28¾
32	27½	1.50+50c	7	Can. Bronze	50	27½	27½	27½	27½
105¼	105	5	4.8	Do. pref.	....	(105 bid — asked)			
6	4½	50c	8.6	Can. Canners	301	5	5¾	5¾	5¾
22	16	1+20c■	7	Do. 1st pfd.	75	17½	17½	17½	17½
9½	8	60+20c■	9½	Do. 2nd pfd.	150	8½	8¾	8½	8¾
6	4¾	.	...	Can. Car & Fd'y	596	5½	5¾	5½	5¾
25¾	21½	1.75	7	Do. pref.	80	25	25½	25	25½
27½	21½	1+1	7.7	Can. Celanese.	570	25	26	26	26
125½	120	7+1.15■	6½	Do. pref.	235	122½	125	122½	125
23	22½	1	4.4	Do. Rights	25	22½	22½	22½	22½
17½	15	2	13.3	Can. Convert.	....	(15 bid 16 asked)			
102½	102	4+2	5.9	Can. Cottons	5	102	102	102	102
115	113	6	5.2	Do. pref.	....	(115 bid — asked)			
14½	9½	.	...	Can. Dredge	120	11½	13	13	13
100	98	6	6	Can. Fairb. pf.	....	(98 bid — asked)			
18	15	‡1.90	..	Can. For. Inv.	....	(16½ bid 18½ asked)			
105	105	8	7.6	Do. pref.	....	(105 bid — asked)			
215	208½	8	3.7	Can. Gen. Elec.	....	(— bid 215 asked)			
7½	6½	50c	7.2	Can. G. Inv.	....	(7 bid 7½ asked)			
3½	3	10c	...	Can. Ind. Alc.	335	3	3½	3½	3½
3¾	2	10c	...	Do. (B)	....	(— bid 3½ asked)			
167	140	6	4.1	Can. Indust. B.	17	144½	148	147	148
175	155	7	4.4	Do. pref.	....	(— bid — asked)			
.30	.20	.	...	Can. Int. I. Tr.	....	(— bid .30 asked)			
40	39	2	5	Do. pref.	....	(39 bid — asked)			
13	12	1	8	Can. Lt. & Pr.	6	12½	12½	12	12
9	7	.	...	Can. Locomo.	35	8½	9	8½	8½
.60	.45	4c	...	Can. Marconi.	....	(— bid .50 asked)			
15	10	50+70c	12	Can. Oil	....	(10 bid — asked)			
123	116	8	6.9	Do. pref.	....	(100 bid 120 asked)			
6½	5½	.	...	Can. Pacific	3378	5½	5½	5¾	5½
.35	.10	.	...	C. Pr. & Pa. In.	....	(— bid .25 asked)			
1.50	.40	1	...	Do. pref.	25	1.00	.40	.40	.40
3	2	.	...	Can. Vickers	....	(2½ bid 3 asked)			
24	20	.	...	Do. pref.	15	22	24	24	24
9½	9	1	...	C. Wallpaper A.	....	(9½ bid — asked)			
10	8	1	...	Do. (B)	....	(8 bid 13 asked)			
42½	41½	2	4.8	Can. West'ho'se	....	(— bid 42 asked)			
20	17½	1.50+25c▲	8	C. Wire Box.	5	17¾	18½	18½	18½
1.20	.90	.	...	Capital Estates.	217	.95	.90	.90	.90
121	119½	5	4.2	Carnation, pfd.	....	(120 bid — asked)			
6½	5	.	...	Catelli Food	110	6	5¾	5¾	5¾
10	8	75c	...	Do. pref.	35	9	8½	8½	8½
†2.00	1.50	.	...	Celtic Knit	....	(1.50 bid — asked)			
†155	145	8	5.5	Cent. Can. L'n.	....	(— bid 140 asked)			
95	80	4	4.2	Chart. Trust	....	(— bid 93 asked)			
3½	2¾	.	...	Ch. Gai Wines.	....	(2 bid 3 asked)			
.12½	.07	.	...	Chem. Research	....	.08½ bid .13½ asked			
.25	.25	.	...	City Gas & El.	....	(— bid .20 asked)			
.05	.05	.	...	Claude Neon	....	(— bid .05 asked)			
1.42	1.12	12c	...	Coast Brew	1100	1.18	1.20	1.19	1.20
6¾	5	50c	...	Cockshutt Plow	....	(6½ bid 6¾ asked)			
2.12	1.90	15c	...	Comm. Alcohol	100	2.00	2.12	2.12	2.12
6½	5¾	40c	6.9	Do. pref.	....	(5¾ bid 6¾ asked)			
3¾	3¾	25c	...	Conduits Nat.	....	(3½ bid 4½ asked)			
10½	10	60c	5.8	Cons. Bakeries.	....	(10½ bid 11 asked)			
.02	.01	.	...	Cons. Div. Sec.	....	(.01 bid .05 asked)			
7½	6	75c	...	Do. pref.	....	(6 bid — asked)			
3.37	1.60	.	...	Cons. Paper	4418	1.80	1.85	1.60	1.70
3	2	.	...	Cons. Press	....	(2 bid 3 asked)			
81½	76	3.50	...	Cons. Sand, pf.	....	(78 bid 80 asked)			
39	37¾	1+1.50	6.6	Cons. Smelt.	660	37¾	37¾	37½	37¾
132	110	8	7.2	Consumers' Gas	40	111	112	111	111
69	50	3.50	...	Corr. P. Box, p.	....	(60 bid 75 asked)			
21½	18	1.20+15c	7	Cosmos Imp.	....	(18¾ bid — asked)			
24½	21	2	9.5	Crown Cork	....	(— bid 22 asked)			
1½	1½	.	...	Crown Dom. Oil	....	(1½ bid — asked)			
34½	29½	3	10	Crow's N. Coal.	....	(27½ bid 30½ asked)			
.70	.35	.	...	Cub Aircraft	100	.40	.40	.40	.40
				D, E					
10½	9½	1+15c	...	David & Fre. A	....	(9½ bid 10 asked)			
1.50	1.50	.	...	Do. (B)	....	(— bid 2 asked)			
7	7	.	...	de Havilland	....	(— bid 8 asked)			
80	75	7+1.75▲	..	Do. pref.	....	(66½ bid — asked)			
1.15	1.00	.	...	Disher Steel	....	(— bid 1.00 asked)			
10	8½	1.50	...	Do. pref.	....	(8½ bid 11½ asked)			
26½	21	2.22	9.7	Distill-Seagram	717	22	22¾	22½	22¾
97½	90	5	5.5	Do. pref.	10	90	90	90	90
†30	30	2.50	...	Dom. Ang. Inv.	....	(22 bid — asked)			
†75	70	5	6.7	Do. pref.	....	(73¾ bid 84 asked)			
191	173	10	5.8	Dom. Bank	50	175	173½	173	173
24	22	1.20	5.1	Dom. Bridge	357	23½	23½	23½	23½
15¾	11	.	...	Dom. Coal, pf.	390	12	12½	11	12½
25	18	.	...	Dom. Engineer.	25	18	18	18	18
19	16½	1+25c	7	Dom. Foundries	230	17½	17½	17½	17½
106½	103½	6	5.6	Do. pref.	....	105 bid 106½ asked			
115	110	5	4.3	Dom. Glass	50	115	115	115	115
151	150	7	4.7	Do. pref.	....	(150½ bid — asked)			
25½	22	1.20+40c	7	Dom. Oilcloth.	45	23	22¾	22¾	22¾
.60	.50	.	...	Dom. Scot. Inv.	....	(—bid 1.00 asked)			
24½	23¾	1.50	...	Do. pref.	....	(23¾ bid 25 asked)			
1½	1½	.	...	Dom. Square	....	(1½ bid — asked)			
9½	5½	.	...	Dom. St. & C.B.	1350	9	9	8½	8¾
5	4	.	...	Dom. Stores	5	4	4	4	4
4½	3	.	...	Dom. Tar & Ch.	1650	3½	4	3½	3¾
87¾	85	5.50	6.5	Do. pref.	15	85	85	85	85
82½	72	5	6.7	Dom. Textile	30	74	74½	74	74½
154	150	7	4.7	Do. pref.	10	150	150	150	150
1.25	.60	.	...	Dom. Woollens.	17	1.00	1.00	1.00	1.00
7¾	6½	60c	8.6	Do. pref.	125	7½	7½	7	7½
4	2	10c	...	Donnacona P.	305	2½	2½	2½	2½
6	3½	.	...	Dryden Paper.	200	4	4	4	4
†.50	.50	.	...	East Koot. Pr.	....	(— bid 1.00 asked)			
8	6	.	...	Do. pref.	....	(6 bid — asked)			
.50	.25	.	...	East Dairies	....	(.30 bdi — asked)			
10	6½	.	...	Do. pref.	115	8	9¾	9¾	9¾
12	10	1	...	East Steel	....	(10 bid 13 asked)			
6½	6½	.	...	East Theat.	....	(6 bid — asked)			
3	2½	.	...	Easy Washing.	....	(2¾ bid 3 asked)			
25	25	1.37½	...	Economic Inv.	....	(— bid 25 asked)			
4½	2½	.	...	Electrolux	....	(2½ bid — asked)			
3½	3	.	...	Enam. & Heat.	....	(— bid 3½ asked)			
29¾	22	2.50	11.4	English Electric	....	(— bid 22¾ asked)			
3	1¾	.	...	Do. (B)	....	(2¾ bid 3¾ asked)			
5	4½	15c	3	Equitable Life.	....	(5 bid — asked)			
				F, G					
2½	1½	.	...	Fairchild Air	150	2	2	2	2
19½	17	1	5.3	Fam. Players	....	(— bid — asked)			
22½	15	1.50+25c	11	Fanny Farm.	96	15½	15½	15½	15½
3¾	2½	.	...	Fleet Aircraft.	270	2¾	2½	2½	2¾
.20	.20	.	...	Fleury Bissell	....	(.20 bid .50 asked)			
10	10	.	...	Do. pref.	....	(10 bid 14 asked)			
17½	14½	1	5.6	Ford Motor A.	1689	16¾	17½	16¾	17½
17	14½	1	6	Do. (B)	....	(16½ bid — asked)			
.15	.15	.	...	For. Pr. Secs.	....	(— bid .25 asked)			
16½	13	1+50c	10½	Foundation Co.	25	14	14	14	14
13	7	.	...	Fraser Cos.	20	10½	10½	10½	10½
13½	9	.	...	Do. Vot. Tr.	465	10½	10½	10½	10½
.50	.50	.	...	Freiman	....	(.50 bid — asked)			
55	55	‡4.50	...	Do. pref.	....	(50 bid — asked)			
6	4¾	60c	10.9	Gatineau Pwr.	237	5½	5¾	5	5
77½	61¾	5	6.5	Do. pref.	36	75	77½	75	75
80	70	5.50	7.2	Do. 5½% pref.	....	(74 bid 90 asked)			
†1.25	.25	.	...	Do. Rights	....	(— bid .25 5asked)			
6½	5	50c	...	Gen. St. Wares	236	5½	5½	5	5½
92	86	7+53c■	8½	Do. pref.	65	87	88½	87	87
60	31¾	2.50+2.50		Goodyear Tire.	95	33	34½	34	34½
49¾	39	2.50	5.3	Do. pref.	72	47½	47½	47¾	47½
†67	67	‡7	...	Gould Pumps	....	(— bid — asked)			
†4	2½	.	...	Gt. Lakes Pap.	....	(— bid 3¾ asked)			
†16	16	1.50	...	Do. pref.	....	(— bid 17 asked)			
2¾	1	.	...	Do. Vot. tr. c.	....	(1¾ bid 2 asked)			
16¾	11½	1.50	...	Do. Vot. tr. p.	33	12	11½	11½	11½
4½	4	.	...	Gt. W. Saddlery	....	(3½ bid 4½ asked)			
28	25	3	...	Do. pref.	....	(22 bid — asked)			
11¾	10	60c	6	Greening Wire.	....	(10 bid 12½ asked)			
‡1.25	1.25	10c	...	Growers' Wine	....	(— bid — asked)			
2½	2	.	...	Gurd, Chas.	....	(2 bid 2½ asked)			
‡107½	106½	.	...	Do. pref.	....	(— bid 90 asked)			
3½	2½	.	...	Gypsum, Lime.	1575	2¾	3	2¾	3
				H, I					
14½	14½	1	...	Halifax Fire	....	(14½ bid 15½ asked)			
3¾	2	.	...	Ham. Bridge	672	3	3½	3	3½
36	28	2	6.7	Ham. Cot., pf.	....	(— bid 34 asked)			
1.50	.65	.	...	Ham. U. Theat.	....	(.50 bid 1.40 asked)			
75	73	5	6.8	Do. pref.	....	(55 bid 75 asked)			
3½	2½	20+10c	..	Harding Carpet	640	2½	2½	2½	2½
1.00	.25	.	...	Hillcrest Coll.	....	(.25 bid 1.00 asked)			
2½	2½	.	...	Do. pref.	....	(2½ bid — asked)			
12	9½	‡50c	..	Hinde & Dauch	....	(12 bid 13 asked)			
•20	20	.	...	Holt Renfrew.	....	(— bid — asked)			
65	40	.	...	Do. pref.	....	(— bid 67 asked)			
18	16	2	11.1	Honey Dew	....	(18 bid — asked)			
14	9½	.	...	H. Smith Pap.	255	10½	10	9½	9½
100	96½	6	6.1	Do. pref.	45	99½	99	99	99
9¾	7	.	...	Humberstone S.	....	(— bid 6¾ asked)			
8½	6½	.	...	Hunts (A)	....	(— bid 6 asked)			
8½	7	.	...	Do. (B)	....	(— bid 8½ asked)			
55	46	4	8	Huron & E. Mt.	20	50	50	50	50
8	7½	80c	...	Do. 20% pd.	....	(7 bid 8½ asked)			
1.00	.75	.	...	Hydro Electric.	....	(.20 bid 1.00 asked)			
204	183	10	5.4	Imperial Bank.	37	185	185½	183	183
†275	275	15	...	Imperial Life.	....	(— bid 275 asked)			
9½	7¾	50c	5.9	Imperial Oil	1081	8½	8½	8½	8½
12½	9¾	40+17½c	5½	Imperial Tob.	280	10½	9¾	9¾	9¾
7½	6½	6%	4.5	Do. pref.	....	(6½ bid 7½ asked)			
..	..	50+10c	..	Imp. Varnish	....	(9 bid 9½ asked)			
..	..	1.50	...	Do. pref.	....	(27½ bid 28½ asked)			
9¾	6½	.	...	Indust. Accept.	....	(7 bid — asked)			
.25	22	3	...	Inter-City Bak.	....	(24 bid 33 asked)			
†50	39	‡3	...	Inter'c Coal	....	(— bid — asked)			
‡120	120	8	...	Do. pref.	....	(— bid — asked)			
12½	10	1.50	13.6	Inter. Bronze	75	10	11	10½	10½
22½	20	1.50	6.7	Do. pref.	45	21½	22½	21¾	21¾
.25	.25	3c	..	Int. Coal & C.	....	(.25 bid .31 asked)			
7¾	5	.	...	Int. Metal Ind.	22	5½	5½	5½	5½
99	85	6	6.7	Do. pref.	35	91	91	90	90
92	90	6	6.5	Do. pref. A	....	(— bid 95 asked)			
115	111	5	4.4	Int. Mill., pf.	....	112¾ bid 115 asked			
36½	29	2	6.3	Int. Nickel	1190	31½	31½	30¾	31½
157¾	143	7	4.7	Do. pref.	....	(149 bid 154 asked)			
1.50	1.05	.	...	Int. Paints	....	1.00 bid 2.25 asked			
15	13	1+25c▲	7	Do. pref.	....	(12 bid 15 asked)			
16	13¾	.	...	Int. Pap. & P.	....	(— bid — asked)			
65	57½	5	8.7	Do. pref.	....	(— bid — asked)			
13¾	11½	1	8.3	Int. Pete.	1419	12	12½	12	12
2½	2½	.	...	Int. Power	....	(2 bid — asked)			
90	85	7	7.8	Do. pref.	....	(— bid 88 asked)			
•11¾	10½	.	...	Int. St. Rlty. A.	....	(— bid 10 asked)			
•4	3½	.	...	Do. (B)	....	(— bid 4 asked)			
3½	2½	.	...	Int. Util. (A)	....	(2½ bid 3 asked)			
.15	.08	.	...	Do. (B)	....	(.05 bid .15 asked)			
				J, K, L					
†13	13	68c	5.3	Jam. Pub. Ser.	....	(— bid 12½ asked)			
115	100	7	7	Do. pref.	....	(100 bid — asked)			
8½	8	.	...	Kelvinator	....	(6½ bid 8½ asked)			
10	5½	.	...	L. St. John Pr.	5	6	5½	5½	5½
17½	15½	1.20	7.4	Lake of Woods.	200	17	16½	16½	16½
117½	113	7	6.1	Do. pref.	1	113	115	115	115
48	47	4	8.4	Landed Bank	....	(47½ bid 54 asked)			
12	10	70+30c	10	Lang, J. A.	100	10	10½	10½	10½
•3.50	2.50	.	...	Langley's	....	(.05 bid .50 asked)			
21	20	2	...	Do. pref.	....	(21 bid 25½ asked)			
10¾	6½	80c	10.3	Laura Secord	218	7½	7¾	7½	7¾
9½	8	.	...	Legare, pref.	....	(8 bid 10 asked)			
3	3	30c	...	Levy Bros.	....	(3 bid — asked)			
6	5	.	...	Lindsay, C. W.	10	6	6	6	6
53½	50	2	...	Do. pref.	....	(50 bid — asked)			
25¾	20	1+25c	5.9	Loblaw (A)	405	20½	21	20	20
25¾	18½	1+25c	6.3	Do. (B)	175	20	19¾	19	19
				M					
1.00	1.00	.	...	Mackenzie Air	....	(— bid — asked)			
2	½	.	...	Mackin. Steel	....	(— bid — asked)			
65	60	5	7.7	Do. pref.	....	(55 bid 75 asked)			
16	12½	25c	...	Maclaren Pr.	220	12½	13	12½	12½
7	5	.	...	M. L. Gardens.	4	5	5	5	5
6	4½	40c	8	Do. pref.	....	(4¾ bid 6½ asked)			
3	1½	.	...	Maple Leaf M.	200	2	2½	2	2½
4½	3	.	...	Do. pref.	130	3¾	4½	4	4½
15	15	80+2½c	..	Maritime Tele.	....	(16½ bid — asked)			
17	17	70c	4.1	Do. pref.	....	(16½ bid — asked)			
†18	14¾	.	...	Marcus Loew's.	....	(17½ bid — asked)			
95	95	7	7.4	Do. pref.	....	(94 bid — asked)			
3½	2½	.	...	Massey-Harris	722	3	3½	3	3½
12½	10½	62½c	..	Do. pref.	430	12	12	11¾	12
4½	2½	.	...	McColl. Fron.	1050	2¾	2¾	2¾	2¾
95	74	6	8.1	Do. pref.	5	75	74	74	74
1.00	1.00	.	...	Melchers	....	1.00 bid 2.00 asked			
6½*	5½	60c	9.8	Do. pref.	....	(6 bid 6½ asked)			
3	2	.	...	Mercury Mills.	....	(2½ bid 4 asked)			
†50	45	2.50	...	Mitchell, J. S.	....	(— bid 46 asked)			
14¾	11½	‡1.50	..	Mitchell, Robt.	10	14½	14½	14½	14½
†17½	15	80+40c	8	Mod. Contain.	....	(12 bid — asked)			
†98	97½	5.50	5.6	Do. pref.	....	(85 bid 95 asked)			
†2	1½	.	...	Monarch Knit.	....	(3 bid 5 asked)			
65	59½	7	...	Do. pref.	....	(50 bid 70 asked)			
†65	55	4	6.7	Montreal Cot.	....	(65 bid 70 asked)			
115	111½	7	6.2	Do. pref.	....	(113 bid — asked)			
1.00	.25	.	...	Mont. Is. Pr.	....	(.25 bid 1.00 asked)			
24	19¾	1.50	7.2	Mont. L. & Pr.	1718	20½	21	20½	20¾
50¾	49	.	...	Do. Notes	....	(51 bid — asked)			
14	13	1.25	...	Montreal Loan	....	(13½ bid — asked)			
.75	.70	.	...	Mtl. Refrig & S	....	(.75 bid — asked)			
13	11½	1.25	...	Do. pref.	....	(15 bid 16 asked)			
24½	20	*1.72	..	Montreal Tele.	....	(21½ bid — asked)			
17½	12	.	...	Montreal Trams	20	13	13½	13½	13½
45	39½	2.22+66½	7	Moore Corp.	374	40	40	39½	39½
178	158	7	4.3	Do. pref. (A)	....	156 bid 175½ asked			
265	235	7	3	Do. pref. (B)	....	(— bid — asked)			
.10	.10	.	...	Muirheads	....	(.10 bid .25 asked)			
1	1	.	...	Do. pref.	....	(2 bid — asked)			
				N, O					
26	23¾	2	8.3	Nat. Breweries.	75	23¾	24	24	24
40	37	1.75	4.7	Do. pref.	75	37	37	37	37
4¾	4	.	...	Nat. Grocers	....	(4½ bid — asked)			
26	24½	1.50	6	Do. pref.	....	(25½ bid 26 asked)			
9	8	.	...	N. Sew. Pipe A	50	8¾	8¾	8¾	8¾
34¾	28	2	6.7	Nat. Steel Car.	....	(29 bid — asked)			
138	134	8	5.9	National Tr.	2	135	134	134	134
‡9½	9½	60c	...	Neon Prod.	....	(— bid — asked)			
18	14	2	14.2	Niag. W. Weav.	....	(13 bid 15½ asked)			
2½	2	.	...	Noorduyn Av.	50	2	2½	2½	2½
.55	.25	.	...	North Star Oil.	50	.45	.50	.50	.50
3½	2¾	35c	11.7	Do. pref.	....	(2¾ bid 3 asked)			
86	86	6	7	N. S. L. & Pr.	....	(87½ bid — asked)			
108¾	105½	6	5.7	Do. pref.	....	(106½ bid — asked)			
22	20	1	4.8	Ogilvie Flour	800	20¾	20½	20½	20½
155	151	7	4.6	Do. pref.	5	151	151	151	151
110	108	5	4.5	Ontario Loan	....	107½ bid 110 asked			
†3	3	.	...	Ont. Silknit	....	(— bid 2 asked)			
33	30	‡1	...	Do. pref.	....	(30 bid 35 asked)			
10	9	1	...	Do. Scripts	50	10	9	9	9
10	10	1	10	Ont. Steel	....	(— bid 10 asked)			
†110	110	7	6.4	Do. pref.	....	(108 bid 120 asked)			
.50	.45	.	...	Orange Crush.	....	(.50 bid 1.00 asked)			
3	1½	.	...	Do. pref.	....	(1½ bid — asked)			
5	4	40c	...	Ott. Car Air	5	4½	5	5	5
16	12	1.20+50c		Ottawa El. Rly.	....	(14½ bid — asked)			
5¾	4	60c	11.1	Ott. L. H. & Pr.	50	5¾	5½	5½	5½
80	78	5	6.2	Do. pref.	90	79	80	80	80
				P, Q, R					
†35	33	3c	..	Pacific Coyle	....	(— bid — asked)			
103	92	5	5	Page Hersey	50	100	100	100	100
5	5	.	...	Pantepec Oil	....	(— bid 6½ asked)			
30½	30½	‡1.50	...	Paton Mfg.	....	(30 bid — asked)			
†115	115	7	6.1	Do. pref.	....	(111 bid — asked)			
48	47	3	6.4	Penmans	....	(— bid 47 asked)			
124	121	6	4.9	Do. pref.	14	122½	121	121	121
5	5	.	...	People's Cr Sec	....	(4¾ bid 5½ asked)			
14½	11	1	9.1	Photo Eng.	....	(10 bid 11 asked)			
98½	96	7	7.2	Porto Rico Pr. p	....	(96¾ bid 98½ asked)			
4½	2½	30c	...	Power Corp.	235	3	3½	3	3½
82	73	6	8.2	Do. pref.	45	73	77	73	77
33½	31	3	9.7	Do. 2nd pref.	25	33	31	31	31
4¾	3	.	...	Pressed Metals.	....	(3½ bid 3½ asked)			
11	7½	.	...	Price Bros.	250	7¾	7¾	7¾	7¾
70	63	5.50	8.7	Do. pref.	....	(60 bid 64 asked)			
6	4½	40c	8	Prov. Transport	....	(5 bid 6 asked)			
13	11	1	8.7	Quebec Power.	100	11	11½	11½	11½
4	4	.	...	Que. Telephone	....	(4 bid — asked)			
24	24	2	8.3	Real Estate L'n	....	(24 bid — asked)			
3½	3	50c	...	Regent Knit.	....	(3 bid 3½ asked)			
18	15½	1.60	8.9	Do. pref.	....	(17½ bid 20 asked)			
3½	3	.	...	Reliance Grain.	....	(3½ bid — asked)			
67	66	6.50	9.7	Do. pref.	....	(66 bid 69 asked)			
24	17¾	2	8.7	River S. Mill	....	(18 bid 23 asked)			
8	5¾	60c	10	Rolland Pap.	150	6	6	5¾	6
94	90	6	6.7	Do. pref.	....	(90 bid — asked)			
155	146	8	5.4	Royal Bank	96	147	148	146	147
15¾	12	80c	6.7	Russell Indust.	....	(12 bid 12½ asked)			
150	130½	7	5.1	Do. pref.	....	(130 bid 145 asked)			
				S					
106	103	5.50	5.2	Saguenay Pr. p.	25	105	106	105¾	105¾
24½	24½	1	4.1	Sangamo	....	(22 bid — asked)			
7	6	.	...	Sarnia Br. (A).	....	(7 bid 8 asked)			
†1	1	.	...	Do. (B)	....	(1 bid 2 asked)			
..	..	1+50c	..	Scythes & Co.	....	(15 bid 19¾ asked)			
..	..	1.75	...	Do. pref.	....	(25 bid — asked)			
14	12	90c	6.9	Shawinigan Pr.	755	13	13	12½	12½
13½	12½	30c	..	Sher. Wms.	....	(— bid 12½ asked)			
115½	110	7	6.4	Do. pref.	....	(110 bid 115 asked)			
8	6	40c	5.3	Silverwoods	....	(8 bid 10 asked)			
7	5¾	40c	5.9	Do. pref.	250	7	6¾	6¾	6¾
10	7	60+15c	8	Simon & Sons.	....	(7½ bid 9½ asked)			
105	105	7	6.7	Do. pref.	....	(— bid — asked)			
7½	4	.	...	Simpson, A.	....	(4 bid 7½ asked)			
2	1	.	...	Do. (B)	....	(1 bid 2½ asked)			
69	65	6.50	9.7	Do. pref.	20	65	67	66½	66½
†135	132	6	4.4	Simpson, R., pf.	....	(132 bid 140 asked)			
9½	8¾	80c	8.9	So. Can. Pr.	....	(9 bid — asked)			
103½	99½	6	5.8	Do. pref.	3	102	102½	102½	102½
2.00	1.00	.	...	St. Law. Corp.	550	1.15	1.10	1.10	1.10
15½	10	1	9.5	Do. (A)	415	11	11	10	10
25	22	1.40+50c	9	St. Law. Flour	....	(22 bid — asked)			
122	115	7	5.7	Do. pref.	....	(120 bid — asked)			
43	29½	3	10.1	St. Law. Pap. p	75	30	29½	29½	29½
11	9	50c	...	Stan. Chem.	....	(9¾ bid 10 asked)			
2	2	.	...	Stand. Clay	25	..	2	2	2
.50	.40	.	...	St. Pav. & Mat.	40	.50	.50	.45	.45
5	4	31¼c	...	Do. pref.	20	4½	4½	4½	4½
4	3	20c	...	Stand. Radio	....	(3¾ bid 3¾ asked)			
20	13¾	60+60c	9	Stedman Bros.	....	(15 bid 20 asked)			
63½	57	3	4.9	Steel of Can.	190	60	61	60½	61
70½	64	3	4.3	Do. pref.	225	68½	69	67½	67½
3	3	.	...	Sterling Coal	....	(3 bid 5 asked)			
†.15	.15	.	...	Stop & Shop	....	(— bid .20 asked)			
13½	11½	80+50c■		Stuart, D.A., pf.	....	(— bid 13 asked)			
‡13	2¾	.	...	Supersilk H. A.	....	(— bid 2 asked)			
†3	2½	.	...	Do. (B)	....	(— bid 3 asked)			
†70	70	5	7.2	Do. pref.	....	(— bid 70 asked)			
19	19	1+25c	6.6	Sup. Pete. ord.	....	(19 bid 21 asked)			
20	20	1+25c	6.2	Do. com.	....	(18¾ bid 32 asked)			
				T, U, V					
11½	8½	80c	8	Tamblyn	100	10	10	10	10
52¾	52½	2.50	4.8	Do. pref.	....	(52½ bid — asked)			
1.25	1.25	.	...	Thayers	....	(1.25 bid — asked)			
24	20	3.50	...	Do. pref.	25	24	20	20	20
1½	1	.	...	Thrift Stores	....	(2½ bid — asked)			
14	10	.	...	Do. pref.	....	(13 bid — asked)			
8½	6¾	60c	8.9	Tip Top Tailors	....	(— bid 6¾ asked)			
106	97	7	7.1	Do. pref.	....	(98½ bid 100 asked)			
†1.50	1.00	.	...	Tooke Bros.	....	(1.00 bid — asked)			
13½	12	.	...	Do. pref.	....	(13½ bid — asked)			
20	16½	1	6.1	Tor. Elevators.	....	(16 bid 20 asked)			
50	48	2.62½	5.4	Do. pref.	....	(47¾ bid 48½ asked)			
76	63	4	6.2	Tor. Gen. Tr.	....	(65 bid 70 asked)			
84½	68	5	7	Toronto Mtge.	....	(70 bid 77 asked)			
151	147	7	4.7	Tuckett Tob. p.	5	150	150	150	150
3½	1	.	...	Twin City	....	(2½ bid — asked)			
28½	28½	.	...	Do. pref.	....	(— bid — asked)			
10¾	7½	80+20c	13	Union Gas	345	8	8	7¾	7¾
†13½	12	80c	6.2	Un. Amuse. A.	....	(11½ bid — asked)			
†13½	13	80c	5.9	Do. (B)	....	(11½ bid — asked)			
1.20	.75	10c	...	United Distill	....	(1.00 bid — asked)			
36	29	3	10	United Fuel, pf.	172	33	32	29	30
3¾	2½	.	...	Do. pref. B.	....	(3½ bid 3¾ asked)			
2½	¾	.	...	United Secs.	....	(2 bid — asked)			
4½	2¾	.	...	United Steel	80	4	3¾	3¾	3¾
3¾	3	.	...	Viau Bisc.	....	(— bid — asked)			
52	48¾	5	10.2	Do. pref.	10	50	48¾	48¾	48¾
				W, Y, Z					
40	35	4	10.2	Wabasso Cotton	10	37	39	39	39
50½	40	4	9.2	Walker-Good.	439	42	43¾	42	42½
21	18½	1	5.3	Do. pref.	325	19	19	18¾	18¾
1.10	1.00	5c	...	Walkerville Br.	475	1.10	1.10	1.10	1.10
136	136	7	5.2	W. Koot. Pr. p.	....	(135 bid — asked)			
1.20	1.00	.	...	West. C. Flour.	....	1.10 bid 1.50 asked			
24	18	.	...	Do. pref.	....	(22 bid 26 asked)			
51	44	3+2	11.4	West Grocers	....	(— bid 60 asked)			
111	109	7	6.3	Do. pref.	....	110½ bid 120 asked			
‡15½	11¾	50c	...	W'minster Pap.	....	(— bid — asked)			
11½	9¾	80c	7.8	Weston Ltd.	65	10½	10½	10½	10½
94½	92¾	5	5.4	Do. pref.	....	(90 bid 92 asked)			
16½	15	1	6.7	Wilsils	....	(— bid 15 asked)			
1.15	.65	.	...	Winnipeg El. A.	100	.90	.85	.85	.85
1.25	.60	.	...	Do. (B)	300	.80	.85	.85	.85
8	5¾	.	...	Do. pref.	25	6½	7	6¾	7
80	70	7	10	Wood A. & J. p	....	(70 bid 72 asked)			
60	55	.	...	Woods Mfg. pf.	....	(56 bid 65 asked)			
5	4½	40c	...	York Knitting	....	(4 bid 5½ asked)			
•100	100	7	...	Do. 1st pref.	....	(— bid — asked)			
11½	10¾	80c	7.3	Zellers	....	(11½ bid — asked)			
25	24½	1.50	6.1	Do. pref.	....	(24 bid 24¾ asked)			

Quotations: †1941. ‡ 1940. • 1939. * 1938.

▲ On account of arrears.

■ Participating. ‡ Paid in 1941.

* Net after corporate income tax.

‡ Paid or payable in 1942 to date.

Mining Stocks

Week Ending May 25

Par Val.	Range 1942 High	Low	Company	Sales	Close May 18 (or last)	High for week	Low for week	Close May 25
			A					
No	.16½	.07¼	Aldermac	3,000	.07¼	.08½	.08	.08
1	.00¾	.00¼	Amm. Gold	......	(.00¼ bid .00¾ asked)			
No	2.55	1.75	Anglo-Huronian	736	2.10	2.10	2.05	2.05
No	.25	.25	Argus Interests	......	(.25 bid .40 asked)			
No	†.03	.01	Arno	......	(.... bid .01½ asked)			
1	.04½	.02	Ashley	500	.02	.02¾	.02¾	.02¾
1	.02	.01½	Astoria Quebec	......	(.02 bid .04 asked)			
1	1.47	.85	Aunor Gold	7,133	1.05	1.17	1.00	1.14
			B					
1	.06	.02	Bagamac	......	(.04½ bid .... asked)			
1	.05½	.02½	Bankfield	400	.03½	.02½	.02½	.02½
No	.09¾	.06	Base Metals	......	(.07 bid .07½ asked)			
1	.06½	.02½	Bear Exploration.	5,000	.03	.03	.03	.03
1	.94	.56	Beattie Gold	2,350	.65	.70	.65	.68
1	.03	.02½	Beaufor	......	(.02½ bid .04 asked)			
1	.65	.60	Berens River	......	(.35 bid .80 asked)			
1	.10	.04½	Bidgood Kirk	2,700	.05¼	.05½	.05½	.05¾
1	.09	.06	Bobjo	10,700	.07	.09	.07	.09
1	.32½	.09	Bonetal Gold	16,500	.09	.10	.09	.09½
1	.03	.01½	Bouscadillac G.M.	500	.01½	.03	.03	.03
No	9.30	6.60	Bralorne	2,250	6.90	7.35	7.00	7.35
1	*.03	.02½	Brazil Gold	......	(.... bid .02½ asked)			
1	.00¼	.00¼	Brett Trethewey	......	(.00¼ bid .00¾ asked)			
1	.61	.36	Broulan Porc.	19,783	.39	.45	.40	.44
1	2.80	.90	Buffalo Ankerite	11,880	1.25	2.00	1.48	1.85
No	.02¼	.01	Buffalo Can.	5,500	.02	.02¼	.02	.02¼
5	12.50	5.00	Bulolo Gold	160	8.00	8.00	8.00	8.00
No	.01	.01	Bunker Hill	......	(.01 bid .03 asked)			
			C					
1	*.11	.05	Camp Bird	......	(.... bid .... asked)			
No	.49	.23	Can. Malartic	190	.36	.35	.35	.35
1	1.72	1.00	Cariboo Gold	1,100	1.10	1.15	1.10	1.15
1	.01	.00½	Cartier Malartic	......	(.35 bid .... asked)			
1	.58	.45	Castle Trethewey	......	(.56 bid .60 asked)			
1	.05	.02	Cen. Cadillac	......	(.03 bid .04 asked)			
1	1.30	.80	Cen. Patricia	9,100	.85	.91	.85	.91
1	.10½	.05	Cen. Porcupine	1,500	.05	.05½	.05	.05½
1	†.18¾	.15	Century Mining	......	(.... bid .13¾ asked)			
1	1.50	.70	Chesterville	17,300	.75	.85	.76	.85
No	2.20	1.20	Chromium	20	1.20	1.25	1.25	1.25
5	1.10	.50	Coast Copper	68	.50	.70	.70	.70
1	.63	.46	Cochenour Willans	10,800	.58	.63	.57	.57
5	1.15	.80	Coniagas	......	(.75 bid 1.25 asked)			
No	.94	.60	Coniaurum	2,610	.70	.75	.72	.75
5	39.00	37.37	Cons. Smelters	660	37.75	37.75	37.50	37.75
			D, E					
1	.65	.26½	Delnite	......	(.38 bid .... asked)			
1	.06	.02½	Denison Nickel	13,100	.04¼	.05	.04½	.05
No	17.50	10.37	Dome Mines	2,210	12.25	12.75	11.75	12.50
1	.10	.02¼	Duquesne	1,000	.02½	.03	.03	.03
1	2.24	1.22	East Malartic	18,853	1.37	1.55	1.40	1.42
1	.49	.32	Eldorado	5,625	.39	.42	.38	.42
			F, G					
No	3.60	2.55	Falconbridge	935	2.80	2.75	2.55	2.60
1	.02¼	.01½	Federal	......	(.01½ bid .02 asked)			
No	.42¾	.19	Francoeur Gold	700	.22	.25	.22¾	.25
1	.04	.02	Gillies Lake	500	.03	.04	.04	.04
1	.01	.01	Glenora	......	(.01 bid .02 asked)			
No	.20	.08	God's Lake	15,500	.09	.10½	.09½	.10½
1	.11½	.06¾	Goldale	6,400	.07	.08½	.08	.08½
50c.	.15	.13	Gold Belt	......	(.16 bid .... asked)			
1	.06	.03½	Gold Eagle	2,000	.05½	.05½	.05½	.05½
1	.04¾	.01	Golden Gate	2,000	.01	.01½	.01½	.01½
1	.00½	.00½	Goodfish	......	(.00½ bid .... asked)			
1	.01¾	.01½	Graham Bosquet.	......	(.01½ bid .01¾ asked)			
No	.05	.03½	Grandora	......	(.03 bid .... asked)			
1	.02	.01½	Grull Wihksne	......	(.01½ bid .02 asked)			
1	.14	.07	Gunnar Gold	5,200	.09½	.09¾	.08½	.09¾
			H, I, J					
1	.03	.01½	Halcrow Swayze	......	(.01½ bid .... asked)			
1	.00¾	.00¾	Halliwell Gold	......	(.00¾ bid .... asked)			
1	3.00	1.80	Hallnor Mines	200	1.80	2.00	2.00	2.00
1	.55	.32	Hard Rock	11,060	.38	.45	.38	.44
1	.02¾	.02	Harker	2,000	.02	.02	.02	.02
1	*.58	.43	Hedley Mascot	......	(.... bid .... asked)			
5	10.50	6.65	Hollinger	5,300	7.60	8.20	7.60	8.00
1	.20	.13	Howey Gold	......	(.16 bid .18 asked)			
No	28.12	21.75	Hudson Bay	970	24.75	25.00	24.50	24.50
1	.30	.19	Inspiration	1,500	.21	.23	.21½	.23
No	36.25	9.00	Int. Nickel	1,190	31.25	31.50	30.75	31.50
50c.	†1.30	.85	Island Mountain	......	(.... bid 1.35 asked)			
1	.01¾	.01	Jacola	......	(.00½ bid .... asked)			
1	.20	.06	Jack Waite	3,500	.06	.08½	.08½	.08½
1	.29½	.15	Jason Mines	2,500	.15½	.19	.18	.19
1	.02¼	.01	Jellicoe	......	(.02 bid .02¼ asked)			
1	.01½	.00½	J. M. Cons. Gold	1,142	.01	.01½	.01½	.01½
1	.03½	.01½	Joliet Quebec	......	(.01½ bid .02 asked)			
			K, L					
1	4.35	2.93	Kerr Addison	12,895	3.50	3.90	3.50	3.85
1	.22	.22	Kerr Lake	......	(.10 bid .... asked)			
1	.05	.00½	Kirk. Gold Rand.	200	.00½	.01	.01	.01
1	.26	.20	Kirk. Hud. Bay	......	(.15 bid .25 asked)			
1	.62	.40	Kirkland Lake	13,400	.41½	.46	.43	.45
1	12.00	6.75	Lake Shore	335	8.75	9.10	8.75	9.10
No	4.15	3.15	Lamaque Gold	2,950	3.25	3.50	3.35	3.45
1	.09	.04	Lapa Cadillac	2,000	.04½	.05½	.05	.05
1	.01¾	.00¾	Lebel Oro	......	(.00¾ bid .01¼ asked)			
1	.52	.38½	Leitch Gold	3,600	.45	.49	.46	.46
No	1.35	.90	Little Long Lac	7,050	.97	1.05	.96	1.03
			M					
1	2.85	2.02	Macassa	24,865	2.10	2.34	2.10	2.25
1	1.68	1.05	MacLeod Cockshutt	8,166	1.10	1.36	1.16	1.35
1	.51½	.30	Madsen Red Lake	14,100	.43	.45	.41	.42½
1	2.22	1.15	Malartic Gold	38,500	1.38	1.57	1.38	1.50
No	.24¾	.20	Mandy	......	(.24 bid .... asked)			
No	.00¾	.00½	Man. & Eastern	......	(.00½ bid .00¾ asked)			
1	.02	.01	Maralgo	......	(.01 bid .... asked)			
5	45.50	36.00	McIntyre	366	36.00	39.50	36.50	39.00
1	1.04	.50	McKenzie R.L.	7,800	.59	.66	.60	.65
1	.02¼	.01	McLellan Gold	2,500	.01½	.01½	.01	.01
1	.05	.03	McVittie Graham	500	.04½	.04½	.04½	.04½
No	.10	.06¾	McWatters	5,500	.07	.08	.07	.08
5	†.20	.15	Mentor Exploration	......	(.15 bid .42 asked)			
No	1.40	.95	Mining Corp.	1,070	1.01	1.06	.98	1.06
1	†.05	.05	Moffatt Hall	......	(.... bid .... asked)			
1	.28	.20	Moneta	11,352	.23	.28	.25	.28
			N, O					
1	.23	.08½	Naybob	6,200	.09½	.11½	.10	.11
1	.50	.31	Negus Mines	1,700	.34	.40	.40	.40
5	1.04	.75	Nipissing	4,005	.80	.90	.80	.90
No	52.00	41.00	Noranda	1,554	44.50	46.00	43.00	45.50
No	.25	.14	Nor. Canada	......	(.15 bid .29 asked)			
1	.04	.03	Norgold	......	(.02½ bid .05 asked)			
No	.90	.61½	Normetals	7,940	.67	.68	.63	.73
1	*5.00	3.75	Northern Empire	......	(2.00 bid .... asked)			
1	.91	.48	O'Brien	4,650	.55	.65	.62	.64
1	.10	.05	Omega	2,500	.09	.10	.09	.09½
1	.16	.06½	Ontario Nickel	233,600	.15½	.15¾	.14	.15
1	.06	.02	Osisko	1,500	.02	.03½	.03	.03½
			P, Q, R					
No	.90	.50	Pamour	8,210	.51	.60	.53	.60
1	.04	.03	Pandora	......	(.03 bid .03½ asked)			
1	.02	.01	Partanen Mal.	1,500	.01½	.01½	.01½	.01½
1	3.00	2.00	Pato Cons. G.	......	(2.00 bid 2.20 asked)			
1	.00½	.00½	Pawnee Kirk	......	(.00½ bid .01 asked)			
1	.17	.10	Paymaster	6,940	.14	.16	.13½	.15
1	1.75	1.15	Pend Oreille	1,800	1.20	1.26	1.20	1.25
1	1.35	1.00	Perron Gold	7,400	1.05	1.08	1.01	1.05
1	2.35	1.38	Pickle Crow	6,200	1.60	1.73	1.60	1.71
1	2.20	1.35	Pioneer Gold B.C.	8,300	1.45	1.50	1.41	1.48
1	4.25	4.25	Placer Devel.	......	(4.00 bid 5.00 asked)			
1	.78	.42	Powell Rouyn	500	.54	.52	.52	.52
1	.60	.35	Premier Gold	19,788	.41	.43	.41	.43
1	3.20	1.64	Preston E. Dome.	20,840	1.84	2.10	1.84	2.00
No	.20	.15	Prospectors Air's.	......	(.10 bid .20 asked)			
1	.25	.20	Quebec Gold	......	(.20 Apr. 15)			
1	.39	.08	Queenston Gold	4,908	.13	.15	.10	.14
No	.06	.02	Quemont	......	(.04 bid .06 asked)			
No	.00½	.00½	Red Crest	......	(.... bid .03 asked)			
1	.45	.40	Reeves-McDonald	......	(.... bid .... asked)			
1	.23	.02¼	Reno Gold	2,100	.03½	.03½	.03½	.03½
1	.03	.02	Roche Long Lac	500	.02½	.03	.03	.03
			S, T, U, V, W, Y					
1	2.05	1.35	San Antonio	8,257	1.50	1.70	1.50	1.63
1	.02¼	.01	Sand River	......	(.01 bid .02 asked)			
1	.18	.09	Senator Rouyn	7,200	.11½	.18	.12	.16
1	.01½	.01	Shawkey	......	(.01 bid .03 asked)			
50c.	.83	.68	Sheep Creek	200	.78	.78	.78	.78
1	.98	.60	Sherritt Gordon	4,250	.70	.71	.65	.65
1	6.00	4.05	Sigma Mines	1,716	4.10	4.50	4.05	4.50
1	.50	.29	Siscoe	10,805	.32	.34	.31	.33
1	.34	.17	Sladen Malartic	3,700	.22	.25	.22	.23
1	.06	.01	Slave Lake	1,000	.01½	.01½	.01½	.01½
1	.04	.01¾	St. Anthony	......	(.01 bid .02 asked)			
No	1.96	1.30	Steep Rock	8,900	1.40	1.47	1.42	1.45
No	.01½	.00¾	Straw Lake	2,000	.01	.01½	.01½	.01½
1	.13½	.08½	Sturgeon River	4,800	.08½	.10	.10	.10
No	1.60	1.10	Sudbury Basin	1,975	1.25	1.60	1.29	1.55
1	.02¾	.01¾	Sudbury Contact.	......	(.01¾ bid .02¼ asked)			
1	.61	.48	Sullivan Cons.	750	.52	.52	.50	.50
1	1.98	1.10	Sylvanite	600	1.27	1.40	1.36	1.40
1	2.34	1.55	Teck Hughes	3,723	1.75	1.79	1.75	1.75
1	.03½	.03	Temiskaming	500	.03	.03½	.03½	.03½
1	1.10	.80	Toburn Gold	1,900	.85	.85	.80	.85
1	.13	.09	Towagmac	......	(.09 bid .... asked)			
No	.50	.30	Trans. Resources.	500	.30	.30	.30	.30
1	.05	.01	Uchi Gold	4,000	.03½	.03½	.03½	.03½
..	40.00	15.00	Uchi Bonds	......	(20.00 bid 38.00 asked)			
1	1.24	.59	Upper Canada	10,110	.74	.85	.78	.83
No	4.20	2.95	Ventures	733	3.30	4.20	3.70	4.20
No	4.80	4.00	Waite Amulet	4,925	4.35	4.30	4.15	4.25
1	.15	.08	Wendigo	3,300	.13½	.14	.13½	.14
1	.01½	.00½	Wiltsey Coughlan	......	(.01 bid .... asked)			
1	.04	.02½	Wood Cadillac	3,100	.03	.03	.03	.03
No	2.90	1.81	Wright-Hargreaves	5,395	2.20	2.50	2.21	2.45
No	.05	.02¼	Ymir Girl	......	(.03½ bid .05 asked)			

Oil Stocks

Par Val.	Range 1942 High	Low	Company	Sales	Close May 18 (or last)	High for week	Low for week	Close May 25
No	.10	.03	Acme Gas & Oil	700	.05	.06	.05	.06
1	.07½	.05	Alta. Pac. Cons.	......	(.05½ bid .... asked)			
1	.12	.09	Ajax	......	(.09 bid .15½ asked)			
No	.56	.32	Anglo Canadian	3,700	.36	.36	.36	.36
No	.29	.12½	Br. Dominion	......	(.13 bid .20 asked)			
No	.07	.04	Brown Oil	500	.04½	.04½	.04½	.04½
No	1.20	.80	Calgary & Ed.	400	.90	.98	.95	.98
1	.18	.11	Calmont	......	(.13 bid .15 asked)			
No	.22	.19	Commoil	......	(.15 bid .19 asked)			
No	.30	.17	Common Pete	200	.18	.18	.18	.18
No	.30	.12	Dalhousie	......	(.15 bid .... asked)			
No	.17½	.12	Davies Pete	......	(.12 bid .13½ asked)			
No	.04	.02	East Crest	......	(.01½ bid .02½ asked)			
No	*.30	.20	Federated Pete	......	(.22 bid .25 asked)			
No	.85	.55	Foothills	2,605	.65	.75	.75	.75
No	.01	.01	Grease Creek Pete.	......	(.... bid .02 asked)			
No	†.08	.04	Hargal	......	(.... bid .10 asked)			
No	.20	.09	High Sarcee	500	.09	.09	.09	.09
No	2.70	2.31	Home	4,664	2.40	2.40	2.35	2.35
1	.07	.02	Homestead O. & G.	3,500	.04½	.04½	.04½	.04½
No	.04	.02¼	McD. Segur	......	(.03½ bid .05½ asked)			
1	.20	.13	Model	500	.20	.20	.20	.20
25c.	.04	.04	National Petroleum	......	(.... bid .05 asked)			
1	.05	.03½	Nordon	......	(.03½ bid .04 asked)			
No	.03	.01¾	Oil Selections	......	(.02½ bid .03 asked)			
No	.40	.22	Okalta	......	(.25 bid .... asked)			
No	.04½	.02	Pacalta	3,700	.04	.04	.03½	.03½
1	*.27	.15	Pacific Petroleum	......	(.15 bid .... asked)			
No	.25	.25	Petrol Oil & Gas	......	(.... bid .50 asked)			
No	19.75	16.50	Royalite	100	17.37	17.65	17.00	17.50
No	.05	.02½	South End	7,000	.03	.03½	.03½	.03½
No	.17	.14	South West Pete.	......	(.... bid .... asked)			
5	1.60	.70	Texas Can.	......	(.76 bid 1.00 asked)			
No	.04½	.03	United Oils	......	(.03½ bid .04 asked)			
1	.18	.05½	Vermilata	3,100	.11	.12	.10½	.11
1	.22	.15	Vulcan	......	(.10 bid .15 asked)			

Vancouver Stocks

Par Val.	Range 1942 High	Low	Company	Sales	Close May 18 (or last)	High for week	Low for week	Close May 25
1	.05½	.03	Bayonne Cons.	......	(.... bid .03½ asked)			
No	9.20	6.55	Bralorne	1,345	6.90	7.35	6.90	7.35
1	*.00½	.00½	Bridge River Cons.	......	(.... bid .... asked)			
1	1.74	1.00	Cariboo Gold	300	1.10	1.20	1.10	1.20
No	.01	.00½	Dentonia	......	(.... bid .01 asked)			
No	.00¾	.00½	Fairview Amal.	......	(.00½ Apr. 21)			
1	.18	.10	George Copper	......	(.17 bid .... asked)			
1	.06½	.05	Golconda	500	.05	.05	.05	.05
50c.	.18	.13	Gold Belt	1,900	.18	.18	.18	.18
50c.	.18	.13	Grandview	200	.13½	.13	.13	.13
1	.03½	.00½	Grull Wihksne	1,000	.01½	.01½	.01½	.01½
1	.35	.25	Hedley Mascot	4,400	.25	.26	.25	.26
No	.00½	.00½	Home Gold	......	(.... bid .00½ asked)			
1	.00½	.00½	Indian Mines	......	(.01 bid .02 asked)			
50c.	1.06	.95	Island Mountain.	......	(.91 bid 1.00 asked)			
1	.30	.28	Inter'tl Coal	500	.28	.30	.30	.30
50c.	.25	.15	Kootenay Belle	7,000	.23	.25	.24	.24½
1	.20½	.18	McGillivray Creek	......	(.18 bid .23 asked)			
No	.01½	.01½	Minto Mines	......	(.00½ bid .... asked)			
50c.	.02	.00½	Nicola	......	(.... bid .01½ asked)			
1	.10	.08	Pacific Nickel	......	(.... bid .08½ asked)			
1	1.75	1.10	Pend Oreille	......	(1.15 bid 1.30 asked)			
1	2.05	1.32	Pioneer Gold	1,750	1.38	1.48	1.40	1.48
No	.01½	.00¾	Premier Border	1,100	.00¾	.01	.01	.01
1	.60	.38	Premier Gold	8,800	.42	.51	.43	.48
No	.60	.26	Privateer Mines	1,300	.30	.33	.30	[illegible]
1	.02	.01	Quatsino Copper	......	(.01 bid [illegible])			
1	.50	.30	Reeves McDonald	......	(.20 bid [illegible] asked)			
1	.23	.02	Reno Gold	2,800	.03½	.03½	.03½	.03½
50c.	.00¾	.00¾	Salmon Gold	1,000	.00¾	.00¾	.00¾	.00¾
50c.	.84	.68	Sheep Creek	1,200	.70½	.75	.75	.75
1	.71	.60	Sibak Premier	112	.65	.69	.60	.60
No	.00¾	.00½	Silvercrest	......	(.... bid .... asked)			
50c.	.10	.06	Surf Inlet	......	(.06 bid .... asked)			
No	*.03	.02	Taylor Bridge	......	(.02 bid .04 asked)			
20c.	.02½	.01	Wellington	......	(.01 bid .01½ asked)			
1	.04½	.02	Whitewater	1,500	.03½	.03½	.03½	.03½
No	.04	.04	Ymir Yankee Girl	......	(.03 bid .04 asked)			

Oil Quotations

Par Val.	Range 1942 High	Low	Company	Sales	Close May 18 (or last)	High for week	Low for week	Close May 25
1	.07	.05	Alta. Pac. Cons.	2,400	.05	.06	.05½	.06
No	.55	.35	Anglo Canadian	700	.35	.35	.35	.35
No	.03	.02½	Anaconda	......	(.02½ bid .... asked)			
No	.25½	.19	Brit. Dominion	......	(.... bid .... asked)			
No	*.07½	.05	Brown Oil	......	(.... bid .... asked)			
No	1.17	.80	Calgary & Ed.	300	.88	.92	.92	.92
1	.17	.10	Calmont	......	(.12 bid .13 asked)			
No	.23	.16	Commoil	500	.16	.19½	.19½	.19½
No	.29	.19	Commonwealth	......	(.20 bid .26 asked)			
No	.22	.14	Dalhousie	100	.15	.14	.14	.14
No	.16½	.12	Davies Pete	......	(.... bid .... asked)			
No	.02½	.02½	East Crest	......	(.01½ bid .... asked)			
No	*.36½	.21	Federated Petroleum	......	(.... bid .... asked)			
No	.85	.60	Foothills	......	(.71 bid .... asked)			
No	.20	.10	High Sarcee	......	(.... bid .... asked)			
No	2.67	2.30	Home Oil	400	2.39	2.40	2.40	2.40
No	.01½	.00¾	Madison	3,000	.01	.01½	.01½	.01½
No	.01½	.01	Marjon Oil	4,000	.01½	.01½	.01½	.01½
No	.04½	.02½	McD. Segur Ex.	2,000	.03½	.03½	.03½	.03½
No	.05½	.03½	Mercury	3,000	.04½	.05½	.05	.05½
No	.07	.05½	Mill City Pete	......	(.06 bid .... asked)			
1	.20	.12	Model	......	(.18 bid .... asked)			
25c.	.04	.04	National Pete	......	(.04 bid .04½ asked)			
1	.03	.03	Nordon	......	(.03 bid .... asked)			
No	.40	.20	Okalta	......	(.24 bid .30 asked)			
No	.04	.03	Pacalta Oil	......	(.03½ bid .... asked)			
1	.25	.14	Pacific Petroleums	400	.14	.14	.14	.14
No	.05½	.03	Royal Canadian	21,000	.03½	.03½	.03½	.03½
No	†.10½	.06	Royal Crest	......	(.... bid .... asked)			
No	18.63	16.00	Royalite	......	(17.00 bid .... asked)			
No	.05	.03½	South End	2,000	.03½	.04	.03½	.03½
No	.20	.15	Southwest Pete	......	(.15 Mar. 9)			
1	.04	.04	Spooner	......	(.04½ bid .... asked)			
25c.	.09½	.08	Sunset Oil	......	(.05 bid .08 asked)			
No	.04½	.02	United	......	(.03½ bid .04½ asked)			
No	.04	.04	Vanalta	2,000	.04½	.04½	.04½	.04½
1	.20	.12	Vulcan	500	.12	.13	.13	.13

* Quotations for 1941; † 1940.

Winnipeg Stocks

(Transactions from May 18 to May 25)

	Sales	High for period	Low for period	Close May 25
Federal Grain, pref.	25	35.00	35.00	35.00
Great-West Life	10	200.00	200.00	200.00
Home Investment	5	27.12	27.12	27.12
Marvel Oils	30,500	.05	.04½	.05
Northern Trusts	293	7.00	7.00	7.00
United Grain Growers	8	11.50	11.50	11.50
Western Breweries	50	1.85	1.85	1.85
Western Steel	219	7.00	6.00	6.50

Stocks Not Traded in During Week*

	Bid	Asked		Bid	Asked
Beaver Fire	75	..	Dom. Envel., p.	..	95½
Beav. Lumber, c	3	5	Fed. Grain, c.	.35	1¼
Beav. Lumber, p	100¼	..	Grouped Inc.	..	3⅞
Can. Indemnity.	150		Nor. C. Mtg. un	5½	..
Cres. Cream., p.	..	12	Traders Bldg.	44	..
Dom. Envel., c.	..	8½	West. Grain, p.	..	7

*Stocks more active on other exchanges not included.

Volume of Stock Sales

	Montreal Markets Indust.	Montreal Markets Mines	Toronto Markets Ind. & Mines	Vancouver Markets Ind. & Mines
May 26	4,100	3,400	105,000	......
May 25	Holiday			
May 23	4,300	4,600	86,000	13,370
May 22	5,900	5,600	183,000	13,800
May 21	4,800	5,700	253,000	13,525
May 20	5,900	1,900	151,000	7,836

Government Bonds

(Supplied by Investment Dealers' Assoc. of Canada)

May 27, 1942

%	Due	Bid	Ask.	Approx. Yld.
Dominion of Canada Bonds				
3	Oct. '42	100½	101	.60
2½	June '43	101	101¼	1.05
5	Oct. '43	104½	105	1.42
2	June '44	100¾	101¼	1.44
1½	Sept. '44	99¾	100¼	1.42
2½	Jan. '44	99½	100¾	2.25
4½	Oct. '44	106	106½	1.74
2½	Nov. '44	101¾	102¼	1.58
a2½	Aug. '45	99	99¾‡	2.58
4	Oct. '45	102¾	103¼	b1.67
2	Mar. '45	100½	101	1.63
2	Dec. '46	99½	99¾	2.06
4½	Feb. '46	109	109½	1.84
2½	Mar. '48	99½	100	2.25
3½	June '49	102¾	103¾	b2.35
3½	Oct. '49	102¾	103¾	b2.05
3½	Nov. '51	102	102½	b2.83
3½	Feb. '52	102½	102¾	‡2.90
a5	May '52	100¾	101¼‡	...
4	Oct. '52	105¾	106¾	b2.73
■3	June '51	100½	100¾	3.02
3	Oct. '52	99½	100	3.00
3	June '55	99¾	99¾	3.01
4½	Nov. '56	107½	107¾	b2.69
■3	Mar. '54	99½	100	3.07
4½	Nov. '57	107¾	108¾	b2.85
3	June '58	99½	99¾	3.02
4½	Nov. '58	108¾	109½	b2.95
4½	Nov. '59	109¾	110¼	b2.95
a4	Oct. '60	104¾	‡105¼	b3.22
a3½	Jan. '61	98½	99¼‡	3.28
3½	June '66	101½	101¾	b3.10
a3e	Jan. '67	95	96‡	3.23
a3e	Nov. '68	95	96‡	3.22
†3	Perpet'l.	94¾	95¾	3.15
Dominion Guarant'd Bonds Can. Nat'l. Railways:				
2	Feb. '43	100½	101	.99
2½	Jan. '46	100½	101	1.97
3	May '44	102½	103	1.44
3	Dec. '50	99¾	100½	2.97
3	Jan. '59	98¾	99½	3.06
*4½	Sept. '51	117½	118	2.34
*4½	Feb. '56	118½	119½	2.83
4½	July '57	118¾	119½	2.92
3	Feb. '53	99	99½	3.05
4¾	June '55	120½	121	2.81
5	Feb. '54	118½	119	3.09
*5e	July '69	118	118¾	...
*5e	Oct. '69	122	123	b2.25
*5e	Feb. '70	122	123	b2.34
Can. Nat. W. Ind. S. S.:				
*5	Mar. '55	122	123	2.87
Grand Trunk Pacific Rly.:				
3	Jan. '62	101	101½	2.88
Provincial Gov't. Bonds				
New Brunswick:				
3	Oct. '51	94½	96½	3.43
3½	Aug. '49	95½	97½	3.65
3½	June '56	96	98	3.68
c4	Nov. '47	103½	105½	b2.35
c4½	Apr. '61	107½	109	3.83
c5	Jan. '60	110	112	4.05
Nova Scotia:				
3	Jan. '52	97½	99	3.12
3½	June '56	99½	101	3.16
3½	Nov. '50	101½	103	3.10
c4½	Sept. '52	109	110½	b2.39
c4½	Nov. '60	112¾	114¾	3.42
c5	Mar. '60	118½	120½	3.46
Ontario:				
2½	May '45	100½	101½	2.07
3	Apr. '48	100	101	b2.73
3	Nov. '50	99½	100	3.00
3½	Nov. '51	100¾	101¾	b2.99
3½	May '55	100½	101½	b3.07
*4	June '62	111	113½	3.09
4½	June '50	109½	110½	3.05
*4½	Jan. '62	117½	120	3.14
5	Oct. '48	110½	111½	3.01
*5	Dec. '60	123	125	3.20
5½	July '46	109½	111	2.67
Ont. Hydro Commission:				
3	Aug. '48	100	101	b2.74
3½	Feb. '53	100¾	101¾	b2.99
3½	Apr. '47	102½	104	2.63
Prince Edward Island:				
4	Mar. '54	101½	103	3.68
Quebec:				
3	Nov. '47	98	99	3.20
3½	Mar. '48	99	100	3.25
3½	Mar. '59	99½	100½	b3.47
4	Nov. '52	102½	103¾	b3.47
3¾	Feb. '55	100½	102	b3.50
4½	Aug. '58	105½	107½	3.63
4½	Jan. '63	110	112	3.66
Alberta:				
4½	Oct. '51	73	..	d
4½	Oct. '56	68¾	71½	d
4	Dec. '54	66¾	69½	d
*5	Oct. '59	70½	73	d
c5½	Apr. '52	71¾	74½	d
6	Mar. '47	72¾	76½	d
British Columbia:				
c4	Dec. '57	101½	102	3.73
*4½	Jan. '51	106	108½	3.30
c4½	Oct. '53	107	109½	3.49
c5	Apr. '54	113	115	3.40
5½	Feb. '45	104½	106	3.20
6	Feb. '47	107½	109½	3.80
Manitoba:				
c4	Dec. '57	97½	99½	4.08
c4½	Dec. '56	99½	101½	4.38
*5	Dec. '59	103½	105	4.50
5½	Oct. '55	103	105½	4.93
6	Apr. '47	103½	105½	4.73
Saskatchewan:				
4	Sept. '54	79	82	6.07
4	Nov. '60	78	81½	5.83
c4½	Oct. '51	88½	91	5.74
c4½	Mar. '60	85	87	5.66
5	Aug. '58	87	90	5.96
5½	Oct. '52	93	96	6.02
6	Mar. '52	96½	99	6.13

*–Payable Can., N.Y. and £. b–Calculated to call date giving lowest possible yield. c–Payable Can. & N.Y. a–Payable N.Y. †–Callable on or after Sept. 15, 1966. d–Traded flat. Interest being paid at 50% of coupon rate, minimum rate 2%. e–Callable at a premium. ‡–N.Y. funds. ‡–Calculated to 1950 average maturity. ■–Callable on or after earliest maturity shown and payable at maturity at 101.

Unlisted Stocks

May 26, 1942

(Furnished by A. J. Pattison Jr. & Co., Toronto)

Industrials:	Bid	Ask.
Acme Farm., pf	46	50
Andian National	25½	27
Anglo C. Tel., A	6¾	6¾
Atlas Steel	20	22
Brand. Hen., c.	2	3½
B. C. Pulp, c.	9¾	10½
Do., pfd.	61	65
B. C. Sugar	64	66
B. C. Tel., 1st p.	104	..
Brown, com.	1½	1¾
Do., pfd.	24	26
Burns & Co., A	2¾	4
Do., B	1½	2
Can. Co-op. Wl.	8	..
Can. Indust., A.	147	..
Can. Airways	1¾	1¾
Can. Ing. Rand	72	..
Can. Mot. L.A.B.	5½	..
Can. Tube, 1st p.	78	82
Chase, A. W., p.	18	19½
Colonial Realty	2	..
Colonial Steam.	35	38½
Corr. Pap. Box c	1¾	2½
Copeland Fl. un.	13	15
Dunlop T. p. $25	16¾	19½
Easy Wash. p $10	9	10¾
Galt Brass, c.	9½	12
Goderich Elev.	7	8
Guard. Realty, p	12½	..
Guelph Carp., c.	16¾	18½
Gurney Fdry., p	1½	1¾
Hayes Steel, c.	14	15½
Hi'land Dairy, p.	..	46
Inglis, John	4½	4¾
Ingram & Bell, p	94	..
Kingst. Ship., un	..	39
Do., com.	7	8
Loblaw, Inc., c.	11	12½
Minn.&Ont. P. c.	3½	3¾
M'row Screw, p.	100	105
Do., com.	14	15
Morrison Br. un	4	5
Moirs, Ltd.	17	20
Neilson, Wm., p.	100	..
N. Meth. Ldy. p.	67	..
Ont. Tobacco, p.	18	20
Prov. Paper, pf.	100½	102
Quinte Milk	2½	3½
Stand. Fuel, p.	52	55
Do., com.	¾	1½
Stedman, pf. $50	52	55
Sutton Horsley	¾	1
Tor. Carpet, c.	62	..
Do., pfd.	68	73
Un. F. Co-op.	3	3½
Un. Steel, A pf.	22	24
Viceroy Mfg., c.	12	..
Trust & Loan Stocks:		
Brit. Mtge.	123	132
Brockville Tr.	43	..
Capital Tr.	28	31
Comm. Fin., c.	4¾	..
Grey&Br. Tr. $50	43	..
Guaranty Trust.	100	104
Guelph & O. $50	50	53
Indust. Mtge.	24	..
Lambton Loan	30	32¾
Midland Loan	14	16
Premier Trust	35	38½
Sherbrooke Tr.	120	..
Sterling Trust	50	53
Th. Can. Inv. Tr.	1¾	1¾
Traders Fin. A c	3¾	4¾
Do., A pfd.	57	61
Trusts & Guar.	30	33
Victoria Trust	64	68
Waterloo Trust	100	..
Insurance Stocks:		
Canada Life	345	370
Brit. Amer.	50	52
Canadian Fire	80	82
Confed. 30% pd.	127	136
Cons. Fire Cas.	3¾	..
Continental L.	30	35
Crown, fully pd.	260	280
Dominion Fire	137	..
D. of Can. Gen.	114	120
Empire, 25% pd.	5	6
Excelsior 40% pd	70	74
Great-West Life.	201	210
Federal, 25% pd.	52	54
Halifax Fire	14½	16
Imperial Life	260	270
Manufac. Life	216	221
Monarch Life	32	34
National Life	8	13
Sov. L., 25% pd.	12	14
Sun Life	230	250
Tor. General	4½	5½
Wellington Fire.	58	..
Western Assce.	36	38½
Theatre Stocks:		
Allen's, St. Cath. units	54	57
Do. Kings'n un	62	64
Loew's London p	3½	4¾
Mansf. Theat., p	30	32
Para., Kitch., p	50	..
Do., Oshawa, c	8	9½
Investment Trust Shares:		
Inv. Found. un.	42	44
Sec's. Hold., pf.	19	21
United Corp., A	20	22¾
Do., B	4½	5½
Power Issues:		
Can. W. N. Gas	26	28
Do., pfd.	102	..
Gt. Lakes Pr., p	100	103
Int. Util., $1.75 p	9	13
Do., $3.50 pf.	25	27
Mtl. Isl. Pwr. p.	41	..
Nor. Ont. Pr. p.	70	74

Unlisted Mines

Toronto, May 26, 1942

	Bid	Ask
Albany R (Old)	.01	.03
(New)	.03	.08
Amal. Kir	.03	.04
Anoki	.02	.03
Aquarius	.08	.12
Arjon	.02	.03½
Armistice	.02	.05
Argosy	.03	..
Area	.04	.05
Arntfield	.00¾	.01½
Athona	.00¾	.01½
Barb Lard	.01	.02
Brock	.02½	.03½
Bellete'e	1.50	2.00
Can Rad	.09	.11
Central M	.01¾	.01¾
Cheminis	.01½	.02½
Columbi'e	.14	.16
Cons Chib	.03	.06
Delpine	.02	.05
Desantis	.03½	.05
Dona Pat	.01	.02
Eastward	.04	.06
Elmos	.03	.06
Franco	.15	.20
Galore	.01	.02
Goodrock	.34	.38
Hayes Cad	.02½	.03½
Hoyle new	.08	.10
Hugh PP	..	.03
Kirk Gate	.00½	.01½
Kir Town	.03	.06
Lacoma	..	.01
Laguerre	.02	.05
Lake Duf	.25	.27
Lake Gen	.05	.08
Lw Pete	.12	.17
Magnet C	.25	.28
Magnet L	.07	.11
Martin Bir	.01½	.03
Mata Can	.02	.04
Mata Con	.12	.14
McMar'ac	.07	.09
Mof Hal n	.01	.02
Mosher	.05	.08
McManus	..	.01½
Nat Mal	.12	.14
Nickel O	1.10	1.25
Norbeau	.13	.17
Norwin	.07	.08½
N Ribago	.00½	.01½
Numalake	..	.11
Oklend	.01½	.02½
O'Leary M	.02½	.03½
Opemiska	.05	.08
Orpit	.02½	.03
Pascalis	.08	.12
Pontiac R (Old)	.03	.05
Pelangio	.01	.02½
Polaris	..	.03
Proprie'y	3.60	4.00
Presdor	.02½	.03½
Queb Mn	.25	.27
Ritoria	.00½	.01½
Red Lake	.00½	.01½
Rand Mal	.08	.10
Rouge	.01	.03
S.A.G.A.	.35	.55
Sachigo	4.30	5.00
Sheldon	.03	.04½
Skynner	.00½	.01½
Springer	.11	.13
Tombill	.09	.12
Thomson	.06	.10
Union Min	.02	.04
Wesley	.01½	.02½
Y David'n	.15	.17

Corporation Bonds

(Supplied by Investment Dealers' Association of Canada)

May 26, 1942

Public Utility Issues:	Int. Rate %	Due	Bid May 26	Asked May 26	Bid May 19
▲Alg. Cen. H.B.R.	5	'59	17	19	17
†Assoc. Tel. & T.	5½	'55	70½	73½	70
B. C. Power	4½	'60	99	101	99
B. C. Tel.	4½	'61	106	108	106
†Calg[illegible]ry Pwr.	5	'60	107½	109½	107
Do	5	'64	103½	...	103
Can. [illegible]r. Pwr.	5	'53	101	103	100½
Dom. [illegible]s & El.	6½	'45	103½	106	103½
Gatineau Pwr.	5	'49	101	103	101½
*Do., A	3¾	'69	100½	102½	100½
‡Do., B	3¾	'69	101	103	100
Gt. Lakes Pwr.	4½	'56	101	103	101
Do.	5	'57	98	100½	98
*Int. Hydro-El.	6	'44	32½	35½	34½
▲Inter. Power	6	'55	100½	102½	100½
L. St. Law. Pwr.	5	'55	100	102	100
Macl'n-Que. Pr.	4	'59	101	103	101
Mtl. L. H. & Pr.	3½	'56	103½	105½	104
Do.	3½	'73	102	104	102
Do.	3½	'63	102	104	102
†Mtl. Tramways	5	'51	101	103	101
†Do.	5	'55	80	83	80
Nat. Lt. & Pwr.	6	'49	101½	103½	101½
N. S. Lt. Pr.	4	'57	101½	103½	101½
Ottawa L.H.&P.	4	'57	102	104	102
Ottawa V. Pwr.	5	'59	101½	103½	101½
†Power Corp.	4½	'59	90½	93½	90½
Quebec Pwr.	4	'62	102½	104½	102½
*Saguenay P.	4½	'66	107½	109½	107½
‡Do., B	4½	'66	106½	108½	106½
St. Maurice Pr.	4½	'70	103	105	103
Shaw. W. & Pr.	4	'61	103	105	103
Do.	4	'69	103	105	103
Union Gas	4½	'50	99½	102½	99½
*Twin C. R. Tr.	5½	'52	85½	88½	85½
†United Secs.	5½	'52	86	89	86½
‡Wpg. El. ser. A.	5	'65	85	88	84½
Do., B	5	'65	71½	74½	69½
Industrial and Realty Issues:					
†Abitibi P. & P.	5	'53	54	57	56
Do., C.O.D.	5	'53	53½	56½	55½
Acadia Sugar	4½	'55	101½	103½	101
Do.	6	'54	98	101	98½
†Alta. Pa. Grain.	6	'46	103½	105½	103½
Algoma Steel	5	'48	102½	105	102
Atlantic Sugar	4	'51	101	103	101
†B. C. Pulp & P.	6	'50	89½	92½	89½
‡†Do.	7	'50	105	...	105
*Brown Co.	5	'59	75½	78½	76½
Burns & Co.	5	'58	67½	70½	68
Canada Cement	4½	'51	103	105	103
Canada Electric	4½	'65	97	100	97
Can. Paper	4½	'52	101	...	101
Can. Steamship.	5	'57	102	104	102
Can. Canners	4	'51	101½	104	101½
*Can. Int. Paper.	6	'49	104	106	104½
‡Can. Locomotive	6	'53	105	108	103½
‡†Candn. Vickers	6	'47	99	102	99
C. P. R.	3½	'51	97½	99½	97½
Do.	4	'49	101½	103½	101½
Col. Steamships	6	'54	101	103	101
†Consol. Paper	5½	'61	63	66	65
Dom. Coal	4½	'52	97½	100½	98
Dom. Scott. Inv.	4	'52	96½	99½	96½
Dom. Stl. & C.	6½	'55	104½	107½	104½
Dom. Tar	4½	'51	102½	105	102½
Dom. Woollens.	6	'53	96	99	96
†Donnacona Pap.	4½	'56	74	77	74½
*Dryden Pap.	6	'49	100½	103	100½
†East. Dairies	6	'49	..	81	77
Famous Players	4½	'51	100	102½	99½
†Federal Grain	6	'49	103	105	102½
†Fraser Cos.	6	'50	102	104½	102
Galt Brass	5	'50	93	..	93
Gen. Stl. Wares	4½	'52	101½	103½	101
*Gt. L. Paper	5	'55	91½	94½	92
*Gurney Fdry.	5½	'49	87½	90½	87
†Gypsum Lime	5½	'48	102	104½	102
Ham. By-Pr. C.	5	'55	101	104	101
Do.	6	'56	100	103	100
Ham. Cotton	4½	'50	100	102	100
Inter-City Bak.	5½	'48	102	104	102
Indust. Accept.	4	'52	78½	81½	78½
Ins. Ex. Bldg.	3	'51	48½	51½	48½
*Inter. P. Nfld.	5	'68	98	101	98
*Inv. Bond & Sh.	5	'47	41	44	41
†Kingston Elev.	6	'50	104½	107½	104½
Lake St. J. P.	5½	'61	78½	81½	79½
Do.	5	'61	52	55	54
Legare	6	'61	89	92	89
Maple L. M.	3	'58	82	84½	81½
Man. Sugar	5	'60	100½	103½	100½
Massey-Harris	4½	'54	96½	99½	96½
McColl-Fron.	4½	'49	99	102	100½
McCormicks	4	'52	96½	99½	96½
Do.	4½	'52	104	106	104
Mercury Mills	5	'59	96	99	96
Mersey Paper	5	'57	96	99	96
†Do.	6	'49	98	101	98½
*M. & O. Paper	5	'60	97	99	97
Moirs Ltd.	6	'53	83	86	83
‡Mtrl. Drydocks.	6	'48	83	86	83
Montreal Apts.	4	'54	56	59	57
Nat. Grocers	4	'47	101½	...	101½
N. S. Stl. Coal	3½	'63	82½	85½	82½
Price Bros.	5	'57	94½	97½	96½
Do.	4	'57	..	81	79
*Prov. Paper	5½	'47	105	108	105
Reliance Grain.	4½	'52	99½	101½	98½
†Restigouche Co.	6	'48	102	104½	101½
Rolland Paper	4½	'51	101½	104	102
Ruddy, E. L.	6½	'48	84	87	84
Silv. Dairies	6	'66	94	97	94
Simpsons, Ltd.	4½	'51	99½	102	100
Smith, Howard.	4½	'51	102½	105	102½
Stand. Lime	6	'44	98½	101½	98½
Sterling Coal	6	'45	98½	101½	98½
Unit. Amuse.	5	'56	100	...	100
Stop Shop	3	'47	59	62	59
United Corp.	5	'53	94	97	94
*United Gas	5½	'48	104½	106½	104½
United Gr. Grs.	5	'48	100	103	100
†Western Grain	6	'49	60	63	61

*Payable in Can. or U. S.

†Payable in Can., U. S. or U. K.

*Payable in U. S.

‡Payable in Canada only.

‡Traded without accrued interest.

▲Payable in Can. or U. K.

Supplementary Stock Quotations

(Furnished by Plaxton, Cherry & McDonnell, Toronto)

Bid and asked as at May 26, 1942, and change in bids, from previous week.

Miscellaneous Stocks:	Bid	Ask.	Chge.
†Allens Tor. Th., pfd.	32½	35	+½
Atlas Steels. 7% pfd.	105½	107	unch
Brantford Roofing, c.	2.35	3.00	+.10
*Can. Gen. Rubber, pfd.	..	21½	+½
Can. Mach., new com.	8¾	10½	−½
C.P.R., 4% p. (£ par)	1.50	2.50	−½
Capital Wirecloth, pfd.	19	22	+½
Cawthra Apts., pfd.	2½	..	+½
Century Finance, com.	..	28	−½
Claude Neon, pfd.	1	1¾	−.15
Comm. Life, 10% pd.	6½	7½	+½
Dairy Corp., pfd.	7½	10	+½
Dom. Alloy Steel, pfd.	.05	.15	unch
Dom. Life, 70% pd.	178	206	+1
Dover Industries	5.85	6.50	unch
Eastern Steel, 5% pfd.	20	21	+½
†Ft. Wm. Hotel, units	..	47½	+½
Hart Battery, com.	4.10	4.75	+.05
London & West. Trusts	31	33	+½
Mont. Deb. Corp., pfd.	2	2.65	−.05
Mt. Royal, new com.	3.15	3.60	+.10
Murphy Paint, com.	7½	9	+½
Do., 5½% pref.	85	87½	+½
Nat. Hosiery, com.	.75	.90	+.05
Do., pfd.	.80	1.10	+.05
†N. Amer. Elev., 1st pfd.	84	..	+2
*Do., 2nd pfd.	25½	..	+½
Do., com.	..	1¾	+½
St. John Dry D., 5½% p.	100½	102	+½
Sterling Rubber, 6½% p	..	62½	+½
Supertest Pete., 6% pfd.	25½	27¾	−½
Tip Top Tailors Inc., un.	12½	13½	+½
Traders Finance, rts.	8½	11	−½
Viceroy Mfg., 6% pfd.	21	23	+½
Waterloo Mfg., new c.	.85	1.25	−.05
Wentworth Radio, pfd.	2	3	unch
West Can. Hydro, pfd.	11	12	−½
West. Life, 10% pd.	9	10½	+½
Windsor Hotel, com.	2½	3	+½

* Issue carries arrears.

† Currently paying on arrears.

Municipal Bonds

May 26, 1942

	%	Due	Bid	Ask	Yld. %
†Halifax	5	1961	114.00	117.00	3.74
Hamilton	5	1950	109.25	112.25	3.25
Montreal	5	1945	91.00	94.00	*
Ottawa	4½	1945	104.75	106.25	2.45
†Quebec	5	1959	108.00	112.00	4.02
Saint John	5	1950	105.00	108.00	3.90
†Toronto	4½	1955	110.00	113.00	3.18
†Vancouver	5	1950	99.00	103.00	4.54
Winnipeg	5	1944	100.75	103.75	2.98

†Payable Can. & N.Y. *Flat.

Investment Trusts

	Bid	Asked
Affiliated Funds	1.73	1.92
Can. Amer. Trust	2.50	3.00
Can. Inter. Trust	3.50	4.25
Can. Invest. Fund	2.90	3.20
Corp. Investors	5.01	5.40
Trans-Canada	8.13	9.00

nnual Meetings

Company	Place
Bankfield Cons. Mines	Toronto
Intern. Utilities*	Baltimore
David & Frere	Montreal
Candn. For. Invest.	Montreal
-Ottawa L., H. & Pr.	Ottawa
-Castle-Trethewey M.	Toronto
-McIntyre Porc. Mines	Toronto
-Omega Gold	Toronto
-Temiskaming Mining	Toronto

urned.

ining Dividends

	Rate	May 25	%
Huronian	10c	2.05	..
Interests	†4c	.25	..
Gold	16c	1.14	14.2
ne	†1c	.03½	..
e Gold	7c	.68	..
s River	6c	.65	..
rne	80c+40c	7.35	*16.3
an Porc.	12c	.44	..
lo Ankerite	▲30c	1.85	..
o Gold	$3	8.00	..
Malartic	8c	.35	..
oo Gold	16c+1c	1.15	*14.8
ral Patricia	16c+4c	.91	*22
terville	▲15c	.85	..
enour Willans	8c	.57	10.5
agas	10c	.80	..
iaurum	16c	.75	21.3
s. Smelters	$1+$1.50	37.75	*6.6
nite	6c	.40	..
ne Mines	$1.60	12.50	*12.8
t Malartic	‡5c	1.42	..
ncoeur Gold	▲4c	.25	..
ldale Mines	2c	.08½	..
ld Belt	2c	.18	..
andview	1c	.13	..
ull Wihksne	†.00½c	.01¼	..
allnor	40c	2.00	20
ard Rock	3c	.44	..
edley Mascot	8c	.26	..
ollinger	65c	8.00	8.1
owey Gold	2c	.16½	..
udson Bay	$2	24.50	8.2
nspiration	▲2c	.23	..
Inter. Nickel, com.	$2	31.50	6.3
Island Mountain	8c	1.02	..
Jason	▲4c	.19	..
Kerr-Addison	‡10c	3.85	..
Kerr Lake	▲5c	.50	..
Kirkland Lake	8c	.48	..
Lamaque Gold	40c+15c	3.45	*15.9
Lake Shore	80c	9.10	9.9
Leitch	8c	.46	..
Little Long Lac	▲20c	1.03	..
Macassa	32c+3c	2.25	*13.5
Madsen R. Lake	▲3c	.42½	..
Malartic Gold	▲10c	1.50	..
McGillivray Coal	▲2c	.18	..
McKenzie Red L.	12c	.85	18.5
Moneta	8c	.28	..
McIntyre-Porc.	$2.22+$1.11	39.00	*8.6
MacLeod-Cockshutt	10c	1.35	..
Negus	2½c	.40	..
Nipissing	15c	.90	16.6
Noranda	$4	45.50	8.8
North Empire	‡10c	3.75	..
O'Brien Gold	3c	.64	..
Pamour Porc.	▲12c	.60	..
Pato Cons.	‡25c	2.15	..
Pend Oreille	▲6c	1.23	..
Perron Gold	16c+1c	1.05	*16.1
Pioneer. B. C.	32c	1.48	..
Pickle Crow	30c	1.71	17.5
Placer Develop.	25c	4.25	..
Premier	8c	.43	18.6
Preston E. Dome	20c	2.00	10
Privateer Mines	12c+1c	.33	..
Quebec Gold	▲2c	.20	..
Reno Gold	•20c	.03¼	..
San Antonio	14c+6c	1.63	*12.2
Sheep Creek	18c+2c	.78	*23
Sherritt Gordon	10c	.65	..
Sigma Mines	30c	4.50	..
Silbak Premier	16c	.60	26.6
Siscoe	‡3½c	.33	..
Sturgeon River	2c	.10	..
Sudbury Basin	2½c	1.55	..
Sullivan Cons.	‡3c	.50	..
Surf Inlet	▲2c	.10	..
Sylvanite Gold	20c	1.40	14.2
Teck-Hughes	40c	1.75	22.8
Toburn	12c+4c	.85	*18.8
Upper Canada	‡5½	.83	..
Ventures	‡15c	4.20	..
Waite Amulet	40c	4.25	..
Wendigo	3c	.14	..
Wright-Harg.	40c+5c	2.45	*18.2
Ymir Yankee	▲2c	.04	..

▲Paid in 1941. *Yield including bonus.
†Initial. ‡Paid in 1942 to date.
•Capital distribution.

Butter Trading Sets New Mark

Can. Commodity Exchange Has Busy Year—Elect New Officers

From Our Own Correspondent

MONTREAL.—Operations of the Canadian Commodity Exchange last year were a record, according to K. H. Olive, president, speaking at the annual meeting.

Butter trading in the past year established a new high since the commencement of produce trading on the exchange, amounting to 27,448,960 lb. This represents an increase of 83.44% over the 14,962,920 lb. traded in the year ended April, 1941. On the other hand, trading in "spot" butter was 21% below the previous year's level; "to arrive" and "future" contracts registered gains of 405% and 127% respectively.

Trading in cheese and eggs on the exchange was negligible during the past year as during the year 1940 and for the same reasons, namely, government export contracts.

Mr. Olive was re-elected president for the fifth successive term. John Freeman, of Lovell & Christmas (Canada) Ltd. was re-elected vice-president and A. F. McGillis, of Alex. D. McGillis & Co., was returned as treasurer.

In addition to the above the following were elected as governors of the exchange:

A. S. BEAUBIEN, of L. G. Beaubien & Co.;
A. D. DESCARY;
GRANT JOHNSTON, Grant Johnston & Co.;
G. C. LIERSCH, of C. J. Hodgson & Co.;
O. GRIGNON, of Canada Packers Ltd.;
W. D. BENSON, of R. Moat & Co.;
L. S. COLWELL, of A. M. Kidder & Co.;
J. F. DESMARAIS, of Co-operative Federee de Quebec;
T. MONETTE, of Perfection Dairy Ltd.;
K. H. OLIVE, of Olive and Dorion Ltd.;
E. H. HODGSON, of Hodgson, Rowson & Co.;
H. T. CHISHOLM.

Wheat Flows to Elevators

End of Seeding and Wheat Board Ruling Start Movement

From Our Own Correspondent

WINNIPEG. — Terminal elevator stocks at the head of the lakes are now rising, after a period since the opening of navigation during which they were decreased as the result of heavy shipments down the lakes.

Movements by lake vessels are now at a reduced rate, and will continue so for a period, as all available lake tonnage has been transferred to the ore carrying trade. There is plenty of grain in eastern positions to guarantee a considerable shipment overseas of all wheat for which room may be found in transatlantic shipment.

It may be expected that these supplies will be allowed to run down for a time, as grain is held back in the West is order to conserve lake shipping.

Elevator companies are anxious to clear country elevators as far as possible in order to prepare for the handling of a new crop in the fall.

It can be taken for granted that terminal elevators will be employed for a time practically to the limit of their storage capacity. Operators welcomed a breathing space during which they were able to ship out or turn a certain percentage of grain stored in temporary annexes at the lake head, but it now appears that such annexes will have to be completely refilled if desired relief is to be obtained at country points. There is still a good deal of grain in various country elevator annexes but the empty space in country elevators and terminal annexes now exceeds the capacity of the annexes.

If temporary annexes at terminal elevators will be fully employed during the next few months, the reverse is probably the case with regard to about 100 million bushels space in temporary annexes at country elevators.

Deliveries of wheat by western farmers last week were on a more substantial scale than during recent previous weeks, and reached almost two million bushels. That was due to the fact that farmers in many districts, where seeding is completed, now have time for hauling.

It indicates also that those who have wheat still on hand realize that there is no object in holding it after the end of the crop year. Not only would deliveries of old wheat then interfere with deliveries of new crop wheat under the quota plan, but the Canadian Wheat Board has been making it clear that old crop wheat is not to be delivered to the wheat board at the 90 cent basic price which comes into effect on August 1 for new crop wheat.

Dividends Declared

	This payment	Date payable	Date of record
Amer. Cyan., A, B	†15c	July 1	June 12
Do., pref.	†12½c	July 1	June 12
Aunor Gold	4c	June 1	May 15
Agnew-Surpass, p.	$1.75	July 2	June 15
Aluminium	$2	June 5	May 15
Do., pref.	†$1.50	June 1	May 8
Anglo Can. Tel., A	15c	June 1	May 15
Andian Nat.	†$1	June 1	May 20
Asbestos Corp.	20c	June 30	June 15
Do., extra	10c	June 30	June 15
Assoc. Brew.	25c	June 30	June 10
Do., pref.	$1.75	July 1	June 10
Ajax Oil	2c	June 23	June 5
Brazilian Tr., pfd.	$1.50	July 2	June 15
Bk. of N. Scotia	$3	July 2	June 15
Berens R. Mines	3c	June 15	May 27
Brazilian Tr., c.	40c	July 18	May 30
Belding Cort.	$1	July 2	June 15
Do., pref.	$1.75	July 2	June 15
Beath & Son	80c	July 1	June 15
Bk. Can. Nationale	$2	June 1	May 15
Barber Ellis, c.	12½c	June 15	Mar. 31
Bk. of Montreal	$2	June 1	Apr. 30
Bk. of Toronto	$2.50	June 1	May 15
Borden Co.	30c	June 1	May 15
Bruck Silk	10c	June 15	May 9
Bright, T. G., pfd.	$1.50	June 15	May 30
Bathurst Pr., A	25c	June 1	May 15
Do., extra	25c	June 1	May 15
Beattie Gold	3c	June 26	June 4
Catelli Food, pfd.	38c	May 30	May 22
Can. Cr. Stone	10c	June 15	June 1
Can. Canners	12½c	July 2	June 15
Do., 1st pref.	25c	July 2	June 15
Do., partic.	5c	July 2	June 15
Do., 2nd pref.	15c	July 2	June 15
Do., partic.	5c	July 2	June 15
Canada Vinegars	10c	June 1	May 15
Can. Wire & C., A	$1	June 15	May 31
Do., B	50c	June 15	May 31
Do., pref.	$1.62½	June 15	May 31
Can. Ind. Alc., A, B	10c	June 1	May 20
Canada Dry	†15c	June 10	May 22
Canada Malting	50c	June 15	May 30
Can. Marconi	4c	June 1	Apr. 15
Can. Bakeries, p.	•$2.50	June 1	May 18
Can. Breweries, pf.	85c	July 2	June 15
Can. Fairbanks, c.	$2	June 1	May 15
Can. Gen. Elec.	$2	July 1	June 13
Can. Malartic G.	2c	June 26	June 10
Cariboo Gold	4c	July 2	June 5
Can. West'ghouse	▪50c	July 1	June 15
Can. For. Inv., pref.	$2	July 1	May 15
Can. Foundries, A	37½c	June 15	June 1
Can. & Dom. Sug.	▪37½c	June 1	May 15
Canada Bread, pfd.	$1.50	July 1	June 15
Do., (B) pref.	62½c	July 1	June 15
Canada Cement, pf.	$1.25	June 20	May 30
Can. Int. Inv. Tr., pf.	50c	June 1	May 15
Can. Perm. Mtge.	$2	July 2	June 15
Chartered Trust	$1	July 2	June 15
Cockshutt Plow	25c	June 18	June 4
Confederation Life	$1.50	June 30	June 25
Do.	$1.50	Sept. 30	Sept. 25
Do.	$1.50	Dec. 31	Dec. 25
Command Oils	2c	June 15	May 21
Comm. Alcohols	5c	July 15	June 30
Do., pref.	10c	July 15	June 30
Cons. Div. Std. Sec., p.	37½c	June 15	May 30
Corr. Pap. Box, pf.	$1.75	June 1	May 15
Crow's Nest Coal	▪$1.50	June 2	May 9
David & Frere, A	25c	June 30	June 15
Dom. Textile	$1.25	July 2	June 5
Do., pref.	$1.75	July 15	June 16
Dom. Envelope, pf.	$1.75	June 1	May 20
Dome Mines	▪40c	July 20	June 30
Distillers Seag., c.	55½c	June 15	May 29
Do., pref.	†$1.25	Aug. 1	July 15
Dom. Foundries, pf.	$1.50	June 1	May 20
Dom. Ang. Inv., pf.	$1.25	June 1	May 15
Dom. Scot. Inv., pf.	▪$1	June 1	May 20
East. Steel Prod., c.	25c	June 1	May 15
Eng. Electric, A	63c	June 15	May 30
Fanny Farmer	†37½c	July 1	June 15
Federal Grain, p.	$2	June 1	May 15
Ford Motor	25c	June 20	May 30
Granby Cons.	†▪10c	June 1	May 15
Do., extra	†▪5c	June 1	May 15
Gold Belt M.	2c	June 15	May 30
Gatineau Pwr.	15c	June 30	June 1
Do., 5% pref.	$1.25	July 1	June 1
Do., 5½% pref.	$1.38	July 1	June 1
Grouped Inc., shs. A	10c	May 31	Coup. 22
Hamilton Cotton, c.	•10c	July 2	June 15
Do., pref.	50c	July 2	June 15
Harding Carpets	10c	July 2	June 15
Do., extra	5c	July 2	June 15
Hinde & Dauch	25c	July 2	June 15
Hard Rock Gold	3c	June 17	June 1
Honey Dew	50c	July 2	June 15
Hallnor Mines	10c	June 1	May 15
Home Oil	▪15c	June 15	May 15
Howey Gold	2c	June 29	May 28
Imp. Varnish	12½c	June 1	May 20
Do., pref.	37½c	June 1	May 20
Inter. Nickel, c.	†50c	June 30	June 1
Imperial Oil	‡25c	June 1	May 18
Inter. Pete.	50c	June 1	May 19
Do., pref.	†50c	June 1	May 19
Lake Shore M.	20c	June 15	June 1
Lindsay, C. W., p.	$2	June 1	May 20
Loblaw Groc. Inc.	†25c	June 1	May 15
Landed Bkg.	$1	July 2	June 15
Langley's, pfd.	▪50c	June 11	June 2
Do.	▪50c	Sept. 11	Sept. 2
Do.	▪50c	Dec. 11	Dec. 2
Lamaque Gold	10c	June 1	May 8
Do. extra	5c	June 1	May 8
Lake of W. Mill.	30c	June 1	May 15
Do., pref.	$1.75	June 1	May 15
Laura Secord	20c	June 1	May 15
Loblaw, A, B	25c	June 1	May 9
Do., extra	12½c	June 1	May 9
Louisiana Land	†10c	June 15	June 1
McIntyre-Porc.	55½c	June 1	May 1
Model Oils	3c	June 20	May 30
McK. Red Lake	3c	June 15	June 1
Med. Containers	20c	July 2	June 20
Do., extra	10c	July 2	June 20
Do., pref.	$1.37½	July 2	June 20
MacKinnon Stl., p.	$1.25	June 15	May 30
Montreal Loan	31¼c	June 15	May 31
Macassa Mines	8c	June 15	May 30
Montreal Cottons	$1	June 15	May 30
Do., pref.	$1.75	June 15	May 30
Nat. Biscuit, c.	†30c	July 15	June 12
Northwest, Util., pf	$1.50	June 1	May 28
Noranda Mines	$1	June 15	May 20

Supplementary Bond Quotations

(Supplied by Plaxton, Cherry & McDonnell, Toronto)
Month-end Close, and Changes from Previous Month-end
May 26, 1942

Miscel. Corp. Utility & Realty Bonds:	Bid	Ask.	Chge.
	26½	28½	+½
‡Adel.-Peter, 6½%/48	23½	24½	—½
*Adel.-Sheppard, 7%/48	57	60½	—1
†Albert-Bay, 6½%/42	53	..	+3
Alexandra Apts., 3%/55	36½	40	+½
*Alex. Bldg., 6%/47	46	48	+4
Ancroft Place, 4%/56	32½	..	+2
*Annandale C. 6½% ser.	48	50	+1
*Balfour Bldg., 3%/43	19½	22	—½
*Bay-Adelaide, 6½%/47	13½	16	—½
*Bay-Cumberl'd, 6½%/44	51	54	+½
Bay-St. Albans, 4%/53	78½	84	+½
Beach Fdry., 6%/45	44½	46	—½
‡Bloor-St. G. Rlty, 7%/46	93½	95½	+½
Bowater Nfld., 5%/68	90½	94	+½
Do., 4½%/68	81	85	—2
Brantford Roof., 5%/59	61½	..	+½
Canada Dairies 5%/61	98	102	—1½
Can. Machinery, 5%/54	96½	99½	+½
Do., 6%/55	91½	95	+½
Cities Heating, 4½%/55	60	63	+2
Dom. Square, 4%/59	98	102½	—½
Econ. Inv., 5%/57	60	61½	+1
Ellis Park, 4½%/45	88	90½	+1
Fed. Foundries, 5½%/50	54½	56½	—1
Gleneagles Inv., 5%/44	67½	..	+½
Gt. Brit. & Can. 4½%/59	103½	..	+½
Gt. West. Saddl'y 6%/48	24½	27	+½
Keefer Rlty., 5%/55	6½	7½	+2
*King Ed. Hotel, 7%/44	26½	28½	+1½
Lombard Rlty., 2½%/51	96½	99	+2
*London Realty, 6½%/50	49	51	+½
Lord Nelson Htl., 4%/47	55	57	+½
Mayor Bldg., 3%/42	97½	101	—½
Moodie, J. R., 6%/48	53	57	—1
Nat. Utilities, 6%/48	42	44	—1
Ont. Building, 3%/43	94	..	+1
Pac. P. & Water, 5%/57	32	..	+½
‡Prof. Offices, 7%/33-45	59	62	+3½
Richmond-Bay, 6½%/47	96½	97½	+½
*Richmond Bldg., 7%/47	8½	11½	+½
*Rio Tramways, 5%/58	83	86	+½
Royal Ex. Bldg., 6%/48	51	..	+½
Sandwich W. (Twp.)	20	22	+1½
St. Cath. Stanley, 5%/57	60½	63½	—1
*St. James R. M. Man.	40½	44	+1½
Stand. Clay, 6%/42	67½	..	+½
*Stanley Rlty., 7%/45	3	4	+½
Stavely Apts., 2½%/49	63	68	—½
‡St. Exch. Bldg., Vanc.	37	41	—½
‡Trinity Bldg., 4%/52	8½	10½	—½
200 St. Clair W. 4½%/58	50	54½	—½
Vanc. Georgia H. 6%/47	43	..	+1
‡Wel'nton Bldg. 6½% ser.	58	60½	+1
‡Wind. Court Apt. 6%/42	35½	38	+½
W'dsor, Essex L. S. 6/59	12½	22½	—½
*York Adelaide, 7%/45	9½	11	+¼
York St. Bldgs., 6%/43	78	85	—6

†Payable U. S. funds and Can. funds.
*Issue carries arrears of interest.
‡Currently paying on int. arrears.
*Sterling.

Weekly Bank Clearings

	May 21 1942 $	Change Year Ago %	May 14 1942 $
Halifax	4,541,093	+19.9	3,705,751
Saint John	2,303,140	—4.7	2,654,663
Moncton	1,253,068	+40.0	935,204
Sherbrooke	1,054,258	+29.7	1,167,724
Quebec	6,440,619	+40.1	3,917,121
Montreal	142,745,048	+40.5	99,215,118
Ottawa	60,361,375	+38.0	121,798,453
Kingston	857,774	+13.8	756,354
Peterborough	793,457	+13.4	796,486
Toronto	158,242,538	+13.6	121,692,316
Hamilton	7,754,098	+14.1	7,244,862
St. Catharines	1,320,265	+12.8	1,253,492
Kitchener	1,349,095	+7.9	1,401,898
Brantford	1,153,671	+15.7	1,213,414
London	3,229,426	+19.5	2,940,543
Chatham	626,396	—1.4	640,715
Windsor	5,585,385	+42.8	3,448,250
Sarnia	407,729	—23.9	497,515
Sudbury	907,695	—7.5	1,163,400
Fort William	1,128,934	—13.7	911,087
Winnipeg	47,043,022	—20.4	42,345,824
Brandon	453,318	+1.7	371,943
Regina	4,899,844	—16.3	3,901,007
Moose Jaw	709,224	—1.5	684,532
Saskatoon	1,674,082	+6.4	1,697,855
Prince Albert	457,290	+16.0	516,510
Edmonton	6,410,435	+19.3	6,064,735
Calgary	6,276,019	—7.6	6,018,042
Lethbridge	597,885	+3.6	627,472
Medicine Hat	327,777	+7.1	295,586
N. W'minster	936,174	+25.8	821,249
Vancouver	21,543,719	+7.7	21,048,654
Victoria	1,692,044	—2.7	1,805,232

Dividends Declared (Cont'd)

	This payment	Date payable	Date of record
Nat. Steel Car	50c	July 15	June 30
N. S. Lt. & Pwr., pf.	$1.50	June 1	May 16
Ogilvie Flour, pf.	$1.75	June 1	May 19
Ottawa L. & Pr.	15c	July 1	May 18
Do., pref.	$1.25	July 1	May 18
Perron Gold	▪4c	June 20	June 1
Para. Pictures	†25c	July 1	June 17
Do., 1st pref.	†$1.50	July 1	June 17
Pato Cons. Gold	15c	June 15	May 29
Placer Develop	25c	June 15	May 22
Power Corp., c.	▪15c	June 30	June 10
Do., 1st pref.	$1.50	July 15	June 20
Do., 2nd pref.	▪75c	July 15	June 20
Prov. Bank	$1.50	June 1	May 15
Paton Mfg.	$1	June 15	May 31
Do., pref.	$1.75	June 15	May 31
Preston E. Dome	5	July 15	June 30
Pioneer Gold	8c	July 2	May 30
Page Hersey	$1.25	July 1	June 15
Price Bros., pfd.	$1.37½	July 1	June 20
Regent Knit., c.	25c	Sept. 15	Aug. 31
Royal Bank	$2	June 1	Apr. 30
Regent Knitting pfd.	‡40c	June 1	May 15
Reliance Grain, p.	$1.62½	June 15	May 30
Rolland Paper, p.	$1.50	June 1	May 15
Royalite Oil	50c	June 1	May 18
South. Can. Pr., p.	$1.50	July 15	June 20
Do., com.	20c	Aug. 15	July 20
Securities Hold., p.	75c	June 30	June 16
Sher.-Williams, pf.	$1.75	July 2	June 15
	20c	June 1	May 15
Stuart, D. A. Oil, p.	5c	June 30	May 9
Sylvanite Gold	1½c	Jun 15	May 13
Siscoe Gold	15c	July 1	June 20
Stedman Bros.	75c	July 1	June 20
Do., pref.	$1.75	July 15	June 30
Tuckett Tob., p.	▪10c	June 1	May 8
Teck Hughes	66c	June 6	May 22
Tor. Elevators, p.	20c	June 15	May 20
Union Gas	▪5c	June 30	June 16
Ventures	5c	June 1	May 20
West Can. Hyd. El., B	20c	June 1	May 20
Do., pref.	10c	June 10	May 25
Waite Amulet	20c	July 1	June 12
Weston, Geo., c.	$1	June 15	May 22
Walker, Hiram	25c	June 15	May 22
Do., pref.	25c	July 1	June 15
Wilsil			
Wr. Hargreaves	10c	July 3	May 28

†Payable in U. S. funds.
▪Subject to approval of Foreign Exchange Control Board.
‡Also 40c payable Sept. 1 and Dec. 1.
*Eliminates arrears.
•Initial.
Dividends Deferred:
Bright, T. G., com. June 15.
Falconbridge Nickel, last paid 5 cents, Mar. 26, 1942.

Farm Produce Up 9% in '41

Helped to a certain extent by higher prices, Canada's farmers were able to achieve a production value in 1941 of $1,379.4 millions, up 9% from that of 1940, and highest level reached since 1929. Most important increases in values occurred in farm animals and dairy products. Value of field crops was lower due to drought in Saskatchewan and Alberta which curtailed grain production.

Net value of farm production last year—gross production less value of farm products used as seed and feed for livestock—was $914.6 millions, a gain of 3.3% over 1940. This net value represents an estimate of the value of product raised on the farm and available for sale off the farm or for consumption by the farmer and his family or help. No deductions are made for any living or operating expenses.

By provinces, Ontario leads in value of farm production, followed by Quebec. •Manitoba shows the greatest percentage gain in 1941 over 1940 with 27.7%, followed by Quebec with 21.6% and Ontario with 21.2%. Alberta is the only province to report lower gross value of production in 1941 than in 1940 with a decline of 8.1%.

In spite of the minor decline of 4.3%, field crops continue to lead in value of production by commodities with $647.8 millions out of the $1,379.4 millions total. Farm animals come next with $335.9 millions, followed by milk with $206.5 millions.

These details are summarized by the tables that follow:

Gross Value Farm Products

	1941 $000	1940 $000
Province:		
P.E.I.	15,836	14,551
N.S.	34,201	29,128
N.B.	37,705	33,204
Que.	264,322	217,323
Ont.	460,935	380,342
Man.	131,197	102,751
Sask.	194,205	233,948
Alta.	192,720	209,734
B.C.	48,265	44,081
Total	1,379,386	1,265,112
Commodity:		
Field crops	647,850	676,682
Farm animals	335,945	263,679
Wool	3,262	2,703
Milk	206,543	164,132
Fruit, vegetables	69,410	58,463
Poultry products	76,428	67,135
Fur farming	6,363	6,143
Maple products	3,581	4,210
Tobacco	18,464	10,470
Fibre flax	3,118	1,727
Clover & grass seed	5,165	2,134
Honey & wax	3,276	2,584
Total	1,379,386	1,265,112

Farmers had $4,689.7 millions invested in their land, buildings, implements, machinery and livestock at June 1 last, according to the Dominion Bureau of Statistics. Land and buildings made up $3,321.3 millions of this total, implements and machinery, $462.1 millions and livestock $698.8 millions. As compared with the previous year, it is a gain of $200 millions.

Comparative totals by provinces show that Ontario has a wide lead in value of land and buildings and in the total but is closely followed by some other provinces in different classifications. Saskatchewan, for example, reports implements and machinery valued at $116.4 millions, only about $280,000 less than in Ontario.

Farm Capital

	1941 $000	1940 $000
P.E.I.	57,706	53,656
N.S.	115,972	105,722
N.B.	101,802	97,202
Que.	1,024,759	906,876
Ont.	1,431,015	1,409,666
Man.	346,549	320,411
Sask.	833,917	847,909
Alta.	645,206	613,336
B.C.	132,730	125,445
Total	4,689,656	4,482,223

Commodities

	Latest week	Previous week	Same week last yr.
Cattle	$11.25	$10.70	$8.64
Hogs	15.25	15.21	12.14
Copper, lb.	*.12	.12	.12
Cotton, lb.	.2072	.2114	.1360
Sugar, raw, lb.	*.0374	.0374	.0333
Wheat, Man. (bu.)	.79⅜	.79¼	.76⅞
Coffee, lb.	*.09⅜	.09⅜	.08
Hides	*.15½	.15½	.17
Weekly Indices			
U. S. Labor	98.5	98.6	84.6
Wood, Gundy	77.1	77.0	71.8
Dow Jones (fut.)	86.46	86.96	68.90
Fishers	106.3	106.3	91.7
Monthly Indices			
Canada (D.B.S.):			
Retail (Apr.)†	115.9	115.9	108.6
W'sale (Apr.)	95.0	95.1	86.8
U. S. (Feb.)	96.7	96.0	80.6
Gt. Brit. (Feb.)	158.5	156.4	150.0

Note:—The base of indices is that 1926 equals 100. †Base 1935-39 equals 100. The British index is Board of Trade converted to 1930 base.

Base of price quotations is as follows: Cattle — Steers, good, over 1,050 lb., top price, Toronto. Copper-electrolytic, New York, No. 7 coffee, Rio. Sugar—96 degrees centrifugal, c/f New York. Wheat—No. 1 Man. North., Ft. W.-Pt. A. basis.

*Ceiling prices fixed by the office of Price Administration.

—Blank Stoller photo.

ON MONTREAL CURB

Hugh R. McCuaig, of McCuaig & Co., who has been elected secretary-treasurer of the Montreal Curb Market, succeeding J. R. Ballantyne.

Company Reports

David et Frere

David et Frere for year ended March 31 last report an improvement of 32% in sales volume, with gross income at $124,636 as against $92,059 the year before. Net available on the Class "A" stock was equal to $2.83 a share, compared with $2.12 the previous year.

Working capital showed a moderate improvement during the year, with accounts receivable in investments and inventories higher. A new item among the liabilities is a bank loan of $43,500.

Income and Surplus Account Years Ended Mar. 31

	1942 $	1941 $
Operating profit	124,603	90,909
Add: Other income	33	1,150
Total earnings	124,636	92,059
Less: Depreciation	13,503	17,681
Inc. and E. P. taxes	45,929	25,629
Net profit	65,114	48,748
Less: Com. divds.	26,450	23,000
Surplus for year	38,664	25,748
Add: Previous surplus	152,099	133,043
Less: Tax adjustment	......	6,692
Earned surp. forward	190,763	152,099
Earned per sh.: Class A	2.83	2.12
Working Capital		
Current assets	415,189	343,171
Current liabilities	125,249	80,945
Working capital	289,940	262,226
Balance Sheet Changes		
Cash	4,000	4,597
Investments	125,293	110,231
Accounts receivable	130,129	112,510
Inventories	132,733	114,496
Bank loans	43,500	......

Can. For. Investment

Canadian Foreign Investment Corp., controlling Brazilian Portland Cement, reports a slight decline in earnings for 1941 compared with 1940, net profit totalling $209,838, down from $220,811. Cash and foreign currency declined substantially during the year, but were offset by an increase in investment securities from $84,396 to $235,735.

Outstanding preferred stock was reduced from $796,600 to $685,400, while the subsidiary company completed retirement of $200,000 par value debentures.

Income and Surplus Account Years Ended Dec. 31

	1941 $	1940 $
Total earnings	236,295	246,379
Less: Expenses	26,557	25,567
Net profit	209,838	220,811
Less: Preferred divds.	63,098	71,806
Common divds.	139,490	102,782
Surplus for year	7,249	46,223
Add: Previous surplus	822,506	692,556
Less: Pfd. stock prem.	5,560	4,079
Stock divd.	......	88,406
Trans. cap. surp.	111,200	......
Earned surp. forward	712,996	822,506
Earned per sh.: Com.	¼ 1.99	¼ 2.02
Balance Sheet Changes		
Cash	150,403	211,847
Investments	231,736	84,396
For. currency	35,963	211,551
Pfd. stock	685,400	796,600
Cap. surplus	111,200	......

Debenture & Securities

Debenture & Securities Corp. of Canada reports net profits for 1941 equivalent to $7.90 a share on its preference stock against $7.07 for 1940. No dividend was paid on the common stock this year, although $6 a share was paid in 1940, resulting in a deficit of $18,287 for the year.

During the year call loans payable in U. S. funds were reduced from $61,432 to $26,442. Debenture debt was reduced $4,000 to $67,100.

As of Dec. 31, 1941, 8.4% of the company's funds was invested in bonds, debentures and cash, 27.5% in preferred stocks and 64.1% in common stocks. Comparable percentages for the end of 1940 were 8.7%, 22.4% and 68.9% respectively. Investments in stocks and bonds had a book value of $824,640 at the end of 1941 and a market value of $658,378 including book value of investments not having representative market quotations. A year ago book value was $881,719 and market value $721,837. Loss on investments of $12,929 was charged to capital deficit, leaving a debit balance of $4,127.

Consol. Income and Surplus Account Years Ended Dec. 31

	1941 $	1940 $
Invest. income	40,379	43,394
Less: Expenses	12,028	12,527
Taxes	2,564	4,905
Loan interest	723	3,081
Debenture int.	4,178	4,181
Net profit	20,886	18,700
Less: Pref. divds.	13,215	13,215
Com. dividends	......	23,772
Surplus for year	7,673	*18,287
Add: Prev. surplus	66,003	85,235
Tax adjustment	1,471	......
Tax adjustment	......	945
Surplus fwd.	75,147	66,003
*Deficit.		
Earned per share:		
Preferred	$7.90	$7.07
Paid	5.00	5.00
Common	1.67	1.19
Paid	nil	6.00

Canadian Car and Foundry Co. has delivered 10 new all-steel first class air-conditioned coaches to the Canadian National Railways. An additional 15 are under construction.

Canadian National Railways also purchased 26 all-steel cars from the Pullman Co. and 16 of these have been rebuilt into first class air-conditioned coaches for operation in international runs.

Wheat Prices

Winnipeg Grain Futures

Week to May 25, 1942

Crop year from Aug. 1, 1941 High	Low		High for week	Low for week	Close May 25
		Wheat			
.82¾	.76¼	May	.79⅜	.79¼	.79⅝
.82⅛	.77⅛	July	.80⅜	.80⅜	.80⅜
		Oats			
.51⅛	.38⅛	May	.51½	.51⅛	.51½
.51¾	.42⅛	July	.51½	.51½	.51½
.50⅝	.46	Oct.	.50⅛	.49¼	.49¾
		Barley			
.64¾	.49⅝	May	.64¾	.64¾	.64¾
.64¾	.55⅛	July	.64¾	.64⅜	.64¾
.63⅞	.57	Oct.	.63⅞	.63¼	.63⅞
		Rye			
.67⅞	.51¾	May	.62⅛	.61	.61½
.66⅝	.60⅝	July	.62⅞	.61⅛	.62¼
.66⅝	.63	Oct.	.64⅛	.63	.63½

Cash Quotations

	For Week May 25 High	Low	Prev. Week High	Low
Wheat:				
1 Hard	.79⅜	.79¼	.79¼	.79¼
1 Nor.	.79⅜	.79⅛	.79⅛	.79¼
2 Nor.	.76⅜	.76¼	.76¼	.76¼
3 Nor.	.73⅛	.72¾	.73½	.73⅛
4 Nor.	.71¾	.71⅛	.72	.71¾
5 Wheat	.69⅞	.69¾	.70	.69¾
6 Wheat	.67⅞	.67¾	.67¾	.67¾
Feed	.65⅝	.65¼	.65¼	.65¼
Oats:				
2 C. W.	.51½	.51⅛	.51⅛	.51⅛
3 C. W.	.51⅛	.51½	.51½	.51
Barley:				
1 Feed	.64½	.63¾	.63	.61¾
2 Feed	.64⅛	.63⅛	.62¾	.61½
Rye:				
2 C. W.	.62⅛	.61	.63⅛	.62¼

Farm Implement Sales Up 5%

Tractors Make Up Almost Half of $50.1 Millions Total

Total value of farm implement sales in Canada last year at $50.1 millions was up 5% from 1940. A marked increase is reported from Quebec, Ontario and British Columbia. Alberta reported a slight drop and Saskatchewan one of more substantial proportions. Last year's figures were 47% over the $34.1 millions total sales reported for 1939.

Tractors and engines were by far the largest single classification with 26,116 units sold for $22.7 millions. Harvesting machinery was next with $7.5 millions and tillage machinery third with $7.4 millions.

There were 4,194 combines sold to Canadian farmers in 1941 for $4.7 millions, a decline of 17.2% in number and 22.3% in value from the previous year.

Comparative sales values by provinces follow:

Farm Implement Sales

	1941 $	1940 $
Maritimes	1,645,420	1,429,793
Quebec	5,038,626	3,551,623
Ontario	13,464,311	10,797,674
Manitoba	6,196,435	5,559,753
Saskatchewan	12,847,715	15,136,891
Alberta	10,125,688	10,549,851
B. C.	1,009,391	722,280
Total	50,147,586	47,747,865

Dominion Govt. Deposits Down

Believed Part of Canada's Gift to Great Britain

An increase of $7 millions in miscellaneous deposits in the statement of the Bank of Canada for the week ended May 20, is believed to be money turned over to the Bank of England as part of Canada's gift of $1 billion to Britain.

This and other withdrawals account for a drop of $22 millions in deposits of the Dominion Government.

An increase of $17 millions in chartered bank deposits appeared, believed to be an addition to chartered bank reserves against larger public deposits. The public is said to be replacing a considerable part of the deposits withdrawn in March for investment in the Victory Loan.

	May 20 1942 $	May 13 1942 $
Liabilities		
Capital paid-up	5,000,000	5,000,000
Notes in circ.	522,839,400	521,664,853
Rest fund	5,585,705	5,585,705
Deposit: Dom.	88,287,096	110,351,537
Banks	209,289,284	192,055,706
Other	19,120,813	12,556,453
Total deposits	316,697,193	314,973,696
All other liabs.	8,931,873	8,594,114
Total liabs.	859,054,171	855,818,368
Assets		
In Sterling & U. S.	194,084,927	194,034,928
Subsid. coin	366,151	359,859
Investments:		
Dom. gov. sh.	431,967,390	424,754,619
Other Dom. gov.	220,631,080	221,099,294
Total invest.	652,598,470	645,853,913
Premises	1,805,192	1,803,329
All other assets	10,249,431	13,766,339
Total assets	859,054,171	855,818,368

Farm Living Cost Sharply Higher

Rise is Substantially Greater Since War Started Than For Urban Costs

Living costs for Canadian farmers have advanced substantially more than for urban dwellers since the war started, according to cost of living statistics issued by the Dominion Bureau of Statistics. For the farmer, living costs have gone up 19.4% since the war started. The Dominion average for cost of living index for farmers was 99.2 in the fall of 1939; latest figures for the spring of 1942 show this index up to 118.4. For the urban dweller during the same period the rise has been from 100.8 to 115.9.

Eastern Canadian farmers have experienced a greater cost of living rise than have those in western Canada. Starting from 99.2 in the fall of 1939 in each case, the index for eastern Canada is now at 119.0 and for western Canada at 117.5.

Advance in farm living costs reflects increases in foods where a rise of 32.2% from pre-war levels has been experienced. Clothing prices for the farmer are up 24.2%. Increases are reported for such items as fuels and household equipment.

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DIVIDEND NOTICES

Ajax Oil & Gas Co., Limited

(No Personal Liability)

Notice is hereby given that an Interim Dividend of 2 per cent (2%) has been declared payable June 23, 1942, to Shareholders of record at the close of business June 5, 1942.

By order of the Board.

A. BURRELL,
Secretary-Treasurer.

Toronto, May 23, 1942.

Dominion Textile Co. Limited

Notice of Common Stock Dividend

A DIVIDEND of One Dollar and Twenty-five cents ($1.25) per share, has been declared on the Common Stock of DOMINION TEXTILE COMPANY, Limited, for the quarter ending 30th June, 1942, payable 2nd July, 1942, to shareholders of record 5th June, 1942.

By order of the Board,

L. P. WEBSTER,
Secretary.

Montreal, May 20th, 1942.

Dominion Textile Co. Limited

Notice of Preferred Stock Dividend

A DIVIDEND of One and Three Quarters per cent. (1¾%) has been declared on the Preferred Stock of DOMINION TEXTILE COMPANY, Limited, for the quarter ending 30th June, 1942, payable 15th July, 1942, to shareholders of record 16th June, 1942.

By order of the Board,

L. P. WEBSTER,
Secretary.

Montreal, May 20th, 1942.

DIVIDEND NOTICES

DIVIDEND NOTICE

English Electric Company of Canada, Limited

CLASS "A" SHARES

Notice is hereby given that the Board of Directors have declared a dividend of sixty-three cents (63c) per share on the outstanding Class "A" shares of the Company, payable June 15th, 1942, to shareholders of record at the close of business on May 30th, 1942.

AUBREY MUNDY,
Secretary.

May 21st, 1942.

DIVIDEND NOTICE

The Cariboo Gold Quartz Mining Company Limited

(Non-Personal Liability)

DIVIDEND NO. 27

NOTICE IS HEREBY GIVEN that a quarterly dividend of four cents (4c) per share, on the paid up capital stock of the Company, will be paid July 2, 1942, to shareholders of record June 5, 1942.

The Books of the Company will be closed for the transfer of shares from June 6, 1942, to June 8, 1942, inclusive.

By Order of the Board.

J. R. V. DUNLOP,
Secretary-Treasurer.

Vancouver, B.C.,
May 19, 1942.

Canadian Westinghouse Company, Limited

DIVIDEND NOTICE

Notice is hereby given that at a meeting of the Board of Directors of this Company, held April 29th, 1942, a dividend of fifty cents (50c) per share was declared upon the outstanding Capital Stock of the Company, payable July 1st, 1942, subject to the regulations of the Foreign Exchange Control Board of the Dominion Government, to Shareholders of record June 15th, 1942.

Cheques will be mailed to Shareholders.

By order of the Board.

W. E. SPRAGUE,
Secretary.

Hamilton, Canada, May 20th, 1942.

DIVIDEND NOTICES

Preston East Dome Mines, Limited

(No Personal Liability)

DIVIDEND NO. 11

NOTICE is hereby given that the regular quarterly dividend of five cents per share has been declared on the issued Capital Stock of the Company, payable in Canadian funds, July 15th, 1942, to shareholders of record at the close of business on the 30th day of June, 1942.

By Order of the Board.

L. I. HALL,
Secretary.

Toronto, May 19th, 1942.

DIVIDEND NOTICE

Canadian General Electric Company, Limited

Notice is hereby given that a dividend of two dollars per share for the quarter ending June 30, 1942, has been declared on the Common Stock of the Company.

That the above dividend is payable on July 1, 1942, to shareholders of record at the close of business on June 13, 1942.

By Order of the Board.

W. H. NESBITT,
Secretary.

Toronto, May 21, 1942.

Canada Permanent Mortgage Corporation

Notice is hereby given that a Dividend of TWO PER CENT. on the paid-up Capital Stock of the Corporation has been declared for the current quarter, and that the same will be payable

Thursday, the Second Day of July

next, to Shareholders of record at the close of business on the Fifteenth day of June 1942.

By order of the Board.

WALTER F. WATKINS,
Secretary.

Toronto, May 22nd, 1942.

DIVIDEND NOTICES

The Montreal Cottons Limited

NOTICE IS HEREBY GIVEN THAT A DIVIDEND OF ONE PER CENT (1%) has been declared upon the Common Stock of the Company, and cheques will be mailed on the fifteenth day of June next, to shareholders of record at the close of business on the 30th day of May, 1942.

By Order of the Board,

CHAS. GURNHAM,
Secretary-Treasurer.

Valleyfield, May 20th, 1942.

The Montreal Cottons Limited

NOTICE IS HEREBY GIVEN THAT A QUARTERLY DIVIDEND OF ONE AND THREE QUARTERS PER CENT (1¾%), being at the rate of Seven per cent (7%) per annum, has been declared upon the preferred stock of the Company, and cheques will be mailed on the fifteenth day of June next, to shareholders of record at the close of business on the 30th day of May, 1942.

By Order of the Board,

CHAS. GURNHAM,
Secretary-Treasurer.

Valleyfield, May 20th, 1942.

National Steel Car Corporation Limited

NOTICE OF DIVIDEND

Notice is hereby given that a dividend of fifty cents (50c) per share has been declared payable on July 15th, 1942, to shareholders of record at the close of business, June 30th, 1942.

By Order of the Board.

CHAS. W. ADAM,
Secretary.

Canadian Malartic Gold Mines Limited

25 King Street West, Toronto

DIVIDEND NO. 17

NOTICE IS HEREBY GIVEN that a dividend of 2 cents per share has been declared by the Directors of Canadian Malartic Gold Mines Limited, payable in Canadian funds on June 26th, 1942, to shareholders of record June 10th, 1942.

By Order of the Board.

H. WHITTINGHAM,
Secretary-Treasurer.

May 20th, 1942.

Beating Axis on Metal Output

Incomplete Figures Show Many Bright Spots

A large increase in mineral production—especially by the United Nations—is indicated by the 1942 edition of "Metal Statistics" published by American Metal Market.

Wartime censorship has "blacked out" many of the usual statistics, hence data on some metals such as nickel and zinc are not available beyond 1939. On copper production, it is noted that "Due to war restrictions, data for 1940 are fragmentary; none is available for 1941." For 1940, details of copper production are shown for only five countries: United States, Mexico, Chile, Peru, and Jugoslavia. The United States 1940 production at 1,079,059 tons of copper was approximately 40% of the total world production of new copper in the preceding year.

More Tungsten From America

Complete coal production figures are not available since 1938, but it is possible to get many details on production of the key metal tungsten, however, up to the end of 1940. A noteworthy development in the tungsten situation is a growth in the production of tungsten ore turned out in Bolivia from 794 tons in 1934 to 4,183 tons in 1940. Production in China has been dropping, perhaps through inability to get the finished product out of the country.

Output in 1940 was only 3,118 tons against a high of 17,895 tons in 1937. An extremely valuable strategic metal, tungsten may be flown out of China by airplane in the future and production may turn higher. Burma and the Malay States output of 8,000 tons a year is lost to us now. Production by the United States and Mexico has been rising and amounted to 4,937 tons in 1940. Canada is not reported but will undoubtedly turn out a considerable amount of tungsten in 1942.

Most of the figures on pig iron and steel production are given up to the end of 1940. Figures are even available for Germany and Russia in 1940 for these products.

Most spectacular item in the figures compiled is the tremendous jump shown by the United States in both pig iron and steel production. Pig iron production in 1940 of the U. S. is placed at 42,320,000 tons more than double the 19,161,000 tons turned out in 1938.

Similarly steel output at 59,806,000 tons was more than double the 1938 output of 28,350,000 tons. Output of iron and steel in 1940 by the U. S. was approximately 40% of all turned out in the entire world. Production of steel currently is estimated to be running around 85 million tons a year; it is possible the United States is turning out half the world's steel.

Need More Manganese

Tremendous increase of steel production in the United States has meant a huge increase in requirements of manganese of which 12.5 pounds are needed for every ton of steel turned out. Imports of manganese ore in 1940 reached a record high of 1,282,075 tons, double the 627,129 tons of the previous year and more than 10 times the total imports of the depression year 1932. Manganese content of 1940 imports was 617,101 tons while content of manganese ore imports the first nine months of 1941 was 381,898 tons.

Imports in recent years have been beyond current requirements as the U. S. stockpiled for an emergency such as Pearl Harbor. Efforts have been made to increase domestic production and an estimated 550,000 tons of ore were turned out in the United States last year. Sources of the United States huge imports of manganese ore changed in 1941. Only 28,122 tons came through from Soviet Russia in the first nine months compared with 311,748 tons in 1940. However, the total rate of imports for the first nine months of 1941 was not much lower than in 1940, Brazil shipping a record amount of 208,970 tons and Cuba coming through with 164,819 tons helped to offset shorter shipments from Russia and the Gold Coast. Russia's manganese mines are in Europe and there is little hope of a resumption of shipments from there with the shipping available. Canada has one small manganese mine now in production and this is one of the minerals for which prospecting is now being done.

Molybdenum — Valuable Substitute

When tungsten is not available for the machine tool industry, molybdenum has to be substituted. The United States dominates the molybdenum picture with 34.3 million pounds of molybdenum turned out of a total world production of 36.7 million pounds in 1940. Steps have been been taken to increase molybdenum production in the United States and it is possible that 1941 output showed a further increase but details are not available.

Winning Aluminum Race

Production of aluminum is growing by leaps and bounds since the start of the war and production figures mean little as many huge new plants are coming into production currently. However, if the incomplete 1941 figures are reliable, it appears the Axis was overtaken in 1941 and is probably being far surpassed in turning out this important metal for production of airplanes. Germany, Italy, Japan, France, Norway and other Axis-dominated countries have stepped up their output—Germany's output went up from 165,600 tons in 1938 to 300,000 tons in 1941—but the United States increased its output by just a little more than Germany in the period and Canada it appears has more than met the increase by other Axis countries although the exact figure for 1941 output is not available.

Magnesium Plans Huge

Unless Germany has plans of the most gigantic kind for production of magnesium, she will soon be left far behind in the race for turning out this light metal, widely useful in airplane manufacture, flares and incendiary bombs. At the start of the war, Germany was turning out two thirds of the world's magnesium, but if she doesn't increase her production before long, she may only be turning out around 5% of the world's magnesium. In 1940—the latest year for which statistics are available—Germany turned out 19,000 tons of magnesium against 5,680 tons turned out in the United States and 6,500 tons turned out in the United Kingdom. In 1941, the United States turned out 15,000 tons with figures for other countries unavailable. Using new processes, the United States has let contracts for plants capable of turning out well over 350,000 tons of magnesium a year. Canada also has its own magnesium plans, production will be carried out by Dominion Magnesium at Renfrew and by Consolidated Smelters.

Mining
INVESTMENTS

The Ventures-Sudbury Basin proposed amalgamation apparently is looked on with favor by the shareholders. There was a 20% rise in the price of Ventures shares as a result, a rise which began before the general market upturn.

Working out earnings on a consolidated basis, profits of Ventures were 47 cents a share in 1941 against a figure of 41 cents actually shown before consolidating Sudbury Basin results. In the previous year, profits on a consolidated basis would have been 37 cents against 32 cents actually shown. With the two companies amalgamated, earnings will probably run nearer to the consolidated basis, perhaps somewhat higher as the expense of maintaining two companies will be eliminated as well as a small amount of double taxation.

* * *

Finnish nickel is the subject of a London dispatch to American Metal Market. Plans are reported to have been completed for the repair of the Finnish nickel smelter at Kolosjoki. When repair has been completed, the plant will be capable of a daily treatment of 650 tons of ore, it is stated. A power station is to be built six miles south of town to provide energy for the smelter. It is not expected that the work can be completed this year.

While the name Kolosjoki is unfamiliar, this may refer to the smelter, construction of which was originally undertaken by International Nickel Co., only to be interrupted by the war with Russia.

* * *

Falconbridge Nickel has been forced to omit payment of the dividend for the quarter ended June 30, 1942. While understood to be operating at capacity, the expansion being carried out at the request of the Dominion government means a considerable drain on cash resources.

In announcing deferment of action on the dividend, N. F. Parkinson, secretary, stated that despite the heavy charges incident to amortization of wartime plant expansion, it is hoped favorable consideration can be given to dividend disbursement toward the end of the year. A quarterly dividend of 5 cents a share was paid last March.

* * *

Confidence in gold is expressed by President J. E. "Jack" Hammell in the annual report of Pickle Crow Gold Mines for seven reasons:

(a) Gold is our biggest single export to the United States and thus the biggest single source of Canadian dollars.

(b) Gold is the main support of many rich and thriving communities across Canada.

(c) Gold produces greater wealth per worker than any other industry.

(d) The United States is now using gold to secure vital war materials and at the end of 1941 was exporting more gold than it imported.

(e) The gold of the United States of America and other United Nations will re-establish an international monetary system for the world that will end barter deals, "clearing agreements" and other barriers to reconstruction.

(f) Gold loans to economically "blitzed" countries, and new frontier countries, can create markets sufficient to raise the standard of living of every nation.

(g) Propaganda against gold has been one of Hitler's main psychological and economic weapons against the democracies. Gold has for ages been synonomous in the civilized world with confidence and sound dealing.

* * *

Tin progress in North America is being kept under wraps, it seems. No official information has been given out in the United States on the progress being made in smelting tin at the new Texas Longhorn smelter and the tin trade itself is being kept in the dark about what is termed one of the most important developments in the last quarter century. The Texas smelter will use ores from Bolivia and is expected to go a considerable way in supplying tin requirements on this continent.

It is known, however, that the first melt of tin was poured on Easter Sunday and it is reported that analyses of the tin showed it to be very high quality—even better than the Straits tin turned out previously by the smelters at Singapore and Penang, although no exact details have been given out. The information on commencement of production is quite definite as miniature pigs of tin bearing the inscription

LONGHORN
TIN
MADE IN U. S. A.
EASTER, 1942

have been distributed to commemorate the first "pouring."

Ace No. 2 Abandonment Said Open to Question

Oil men in Calgary are said to be questioning wisdom of abandonment of the Ace Oils No. 2 well, a decision of the management reported by The Financial Post last week. This well, in the far north unproved end of Turner Valley, was put down a depth of 8,200 ft. and ended up in the Lower Benton structure. It was the first north end well to be abandoned and oil men are still trying to determine the significance of this well to future north end possibilities.

Supporting the view that the Ace No. 2 well was abandoned prematurely, Dr. J. O. G. Sanderson is quoted to the effect that the Ace No. 2 well was abandoned at a depth of only 3,900 ft. below sea level, whereas other wells to the south are yielding oil at 4,700 ft. or more below sea level.

Didn't Get Grit Bed

As far as is known, the grit bed marker was never reached at the Ace No. 2 well. This marker has been intersected as high as 2,919 ft. in Turner Valley and has also been intersected as deep as 8,220 ft. although with intersection at the latter depth — in the 10,000-ft. deep Okalta No. 6 well—production was not secured.

The next three months are expected to bring a gradual unfolding of the situation in north Turner Valley. Ace No. 2 well is nine miles north of proved ground and much of the intervening ground may be productive even if the Ace No. 2 well indicates a stoppage—or unproductive gap—in the Turner Valley north extension. Possibly the Ace No. 2 may be "off structure." Completion of further wells in the general locality would tell just how the formation lies in the north end and it is generally expected that these wells will be drilled deep enough to exhaust oil possibilities.

Within a radius of two miles of the Ace No. 2 well are Admiral No. 1 well at close to the 5,000-ft. depth mark and Northcross No. 1, Lion-Davies No. 1, Canadian Depositors and Major No. 10 all at around 2,500 to 3,000 ft. depth. The Admiral No. 1 well, which is north of the Ace No. 2 well again, is the farthest advanced well.

Government Aided Drilling

The Ace No. 2 well was drilled latterly with a Dominion government tax concession and drilling was under the supervision of government authorities, it is reported. It is understood that drilling of publicly financed north end wells calls for the continuation of drilling until a geologist's report recommends against further drilling. Dr. Sanderson is the geologist for a number of north end wells—he has been given the credit for pioneering this general area—and deeper drilling will apparently be necessary to test his views. He is stated to feel that greater depths would bring greater rock pressures and possibly larger wells.

Mining Company Reports

Uchi Gold

Increased operating profits in 1941 allowed Uchi Gold Mines to improve its working capital position substantially, but ore bodies continued erratic and ore reserves at the end of the year were slightly lower.

After allowing for all charges, net loss of $84,194 was experienced in 1941 against $43,744 in 1940 but working capital rose over $200,000 to $327,072. Besides a $1 million bond issue there is outstanding a $373,244 non-current loan to J. E. Hammell.

Reserves at the end of 1941 totalled 184,000 tons of $5.11 grade against 198,224 tons of $4.80 grade a year before. Two new ore shoots have been developed at No. 4 shaft and lengths of 690 and 623 ft. of ore have been opened on the 150 and 250-ft. levels, respectively, of No. 5 shaft. Ore at No. 2 shaft approaches marginal grade but ore at No. 5 shaft is much better grade, it is stated. Possibilities at the No. 2 shaft workings are thought to have not been completely exhausted as yet.

Income and Deficit Account
Years Ended Dec. 31

	1941	1940
	$	$
Bullion production	1,424,370	1,299,788
Less: Marketing	18,320	16,408
Net production	1,406,050	1,283,380
Less: Development	109,750	105,508
Mining	598,005	502,809
Milling	232,532	232,806
Gen. mine expense	86,066	75,780
Exec. off. expense	16,301	17,845
Operat. profit	363,396	348,632
Add: Sundry revenue	637	688
Total revenue	364,033	349,320
Less: Depreciation	179,138	152,495
Mine roads w/o	2,989	2,989
Power contract w/o	4,500	4,500
Development w/o	138,836	110,316
Bond discount w/o	38,764	38,764
Bond interest	60,000	60,000
Loan interest	24,000	24,000
Net loss	84,194	43,744
Add: Prev. deficit	62,040	18,296
Deficit forward	146,234	62,040
Bonds Outstanding	$1,000,000	$1,000,000
No. of Shs. Outstand.	4,033,344	4,033,344

Working Capital

	1941	1940
	$	$
Current assets	388,777	300,036
Current liabilities	61,,705	194,797
Working capital	327,072	105,239

Pickle Crow

With production a little lower and costs a little higher, Pickle Crow Gold Mines earnings were lower at 36 cents a share in 1941 compared with 43 cents in 1940.

After milling 175,669 tons of ore during the year, ore remaining in the Howell vein was sufficient for an estimated 3¾ years while the new north ore zone shows 405 tons per vertical foot at the 750-ft. level, grading $10.85 a ton.

Work in the main Howell vein at depth has shown a severe drop in average grade but this has been offset by higher grade ore in the new north zone which will be more fully developed by a new shaft now being put down. On the 2,450-ft. level, the Howell vein showed slightly more than 500 ft. of ore grading $7 to $7.70 a ton across 21 to 37 inches. The main ore shoot in the north zone shows a length of 767 ft. averaging $10.85 per ton across an average width of 52 inches. Tungsten-bearing scheelite will be recovered from the north zone, it is anticipated.

The new No. 2 shaft for the north zone is to be sunk 700 ft. from the 750-ft. level for exploration of the north zone. This shaft will be located on the optioned Cohen-McArthur property of 22 claims which covers the possible extensions of the north zone. The Crowshore property has also been optioned.

Income and Surplus Account
Years Ended Dec. 31

	1941	1940
	$	$
Bullion output	2,736,169	2,879,222
Less: Marketing	32,906	34,790
Net production	2,703,263	2,844,432
Less: Development	151,319	165,865
Mining	545,061	530,044
Milling	156,588	157,514
Gen. mine exp.	116,437	86,820
Exec. office exp.	28,337	34,618
Operat. profit	1,705,521	1,869,571
Add: Sundry revenue	25,796	34,361
Total earnings	1,731,317	1,903,932
Less: Depreciation	205,748	162,182
Power contract exp.	......	3,417
Marine rly. exp.	4,997	5,000
Loss on investment	625	......
Prov. for taxes	434,220	448,746
Net profit	1,085,727	1,284,587
Less: Dividends	1,200,000	1,200,000
Surplus for year	*114,273	84,587
Add: Prev. surplus	1,340,369	1,255,782
Surplus for year	1,226,096	1,340,369

*Deficit.

Earnings per Share and Dividend Record:		
Earned	$0.36	$0.43
Paid	0.40	0.40
No. of Shs. Outstand.	3,000,000	3,000,000

Working Capital

	1941	1940
	$	$
Current assets	1,009,107	1,051,331
Current liabilities	512,688	530,567
Working capital	496,419	520,764

Moneta Porcupine

While exploration failed to reveal new ore bodies, small extensions of old ore bodies were found at Moneta Porcupine Mines in the year ended Mar. 31, 1942, and there is stated to be sufficient ore remaining to allow milling until at least next December.

W. C. Martin, an independent geologist, has been retained to re-examine the property and to report on any favorable possibilities. While Mr. Martin's report has not been finished, no encouragement has so far been offered by his work, President Walter Segsworth reports.

Profit showed little change in the 1942 fiscal period amounting to 18.6 cents against 19.4 cents the year before.

Participation in financing of Dominion Magnesium by Moneta Porcupine is noted. The process is stated to have been adopted by the Canadian and American governments and to be making a substantial contribution to the war effort.

With only a portion of earnings distributed in dividends, working capital reached an all-time high of $1,441,265 as at Mar. 31, 1942.

Income and Surplus Account
Years Ended Mar. 31

	1942	1941
	$	$
Bullion production	1,164,679	1,129,133
Less: Marketing	13,695	13,312
Operat. income	1,150,984	1,115,821
Less: Development	48,689	106,033
Mining	239,566	200,049
Milling	117,371	108,085
Administration	27,454	29,506
Outside explor.	10,030	9,250
Operat. earnings	707,874	664,898
Add: Sundry revenue	41,146	34,894
Total net earnings	749,020	699,792
Less: Depreciation	65,676	65,542
Development w/o	64,116	48,211
Taxes	159,675	92,004
Net profit	459,553	494,035
Less: Dividends	203,509	305,263
Surplus for year	256,044	188,772
Add: Prev. surplus	723,782	586,318
Less: Addit. dev. w/o	......	51,308
Surplus forward	979,826	723,782
Earnings per Share and Dividend Record:		
Earned	$0.186	$0.194
Paid	0.12	0.12
No. of Shs. Outstand.	2,543,860	2,543,860

Working Capital

	1942	1941
	$	$
Current assets	1,667,823	1,319,786
Current liabilities	226,558	206,113
Working capital	1,441,265	1,113,673

Mining Concentrates

British Columbia Dredging & Exploration Co. was incorporated recently with a British Columbia charter. Authorized capital is 100 no par shares.

* * *

Bayonne Consolidated has opened up a new vein on the third level with a length of 128 ft. reported to average 0.568 oz. gold per ton across an average width of 25 inches. One face of the drift is still in ore.

* * *

Canadian Malartic Gold Mines has declared its quarterly dividend of 2 cents a share payable June 26, 1942, to shareholders of record June 10.

* * *

Cariboo Gold Quartz Mining Co. has declared its regular quarterly dividend of 4 cents a share payable July 2, 1942, to shareholders of record June 15, 1942. The same amount was paid in April, while an extra of a cent a share was paid in January.

* * *

Credo Porcupine Gold Mines property is being offered for sale following the placing of that company in bankruptcy. Tenders will be received by the Eastern Trust Co., 330 Bay St., Toronto, up to noon, May 30, 1942. The property is located about nine miles south of South Porcupine, Ont.

* * *

Deep Lake Gold Mines is carrying on milling at its property in the Michipicoten area with some of the mill feed coming from stopes on the first level, according to E. B. Gill, treasurer and general manager of the company. When a further 100,000 shares of stock have been sold, it is reported that the company will be free of debt with money in the bank and still have 1.7 million shares of the three million share capital in the treasury.

* * *

Golconda Lead Mines reports net loss of $1,233 for 1941. Gross income for the year was $59,365. As at Dec. 31, 1941, current assets were $43,286 against current liabilities of $22,571, leaving working capital of $20,715.

* * *

Kootenay Florence's old property is to be taken over by a new company with a view to renewed production of lead and zinc. The property is now owned by Stobie-Forlong Assets, having been managed since 1939 by Fred Page Higgins, trustee, it is reported. An engineer's report some years ago is stated to have placed ore reserves at 191,000 tons averaging 12% lead, 6% zinc and 5 oz. silver per ton.

McIntyre Porcupine Mines annual meeting will be held June 15 at the head office in Toronto.

Waverley—Prospecting Syndicate has been formed to develop a scheelite property formerly under development as a gold mine at Waverley, Nova Scotia. Scheelite showings were found in a shaft sunk to a depth of 75 ft.

* * *

Michipicoten Iron Mines expected to have its shaft completed to its objective in August with lateral work in the ore in September or October. The programme of work involves the drainage of a lake estimated to contain one and a quarter billion gallons of water. The hematite deposit lies under the lake but draining of the lake is not to allow open pit mining but to alleviate underground water difficulties.

* * *

Macjoe Sturgeon Gold Mines shareholders will receive a fraction over a cent for each share held on distribution of assets. The company's property has been sold to Sturgeon River Gold Mines for $30,000 and after payment of debts there is expected to be some $22,000 left. Distribution will be made after June 15.

* * *

Pioneer Gold Mines has reduced its quarterly dividend from 10 to 8 cents a share. The next payment will be made on July 2 to shareholders of record May 30.

* * *

Preston East Dome Mines has declared a dividend of 5 cents a share payable July 15, 1942, to shareholders of record June 30, 1942.

* * *

Quebec is taking steps to relieve prospectors of assessment work on gold mining properties for the duration of the war. It is felt that it is senseless to have energy expended on assessment work on gold properties when there are practical difficulties in the way of bringing gold properties into production just now. A bill presented to the Quebec Legislature by the Hon. Edgar Rochette, Minister of Mines, would free prospectors for the duration of the war and one year thereafter from the 25 days of work a year on their claims.

* * *

Steep Rock Iron Mines reports 5,000 shares have been taken up by Hon. Charles McCrae under option agreement of Dec. 4, 1941. Sherritt Gordon Mines has also purchased 10,000 shares of stock at $1.25 a share, such shares to be deposited in the existing trust. Issued capital is 3,320,005 shares.

* * *

Vermilata Oils advises that balance of option agreement with Wilmington Traders Ltd., dated Feb. 29, 1940, comprising option on 120,330 shares, has been extended until Nov. 15, 1942. All options under the option agreement with Wilmington Traders have also been extended for six months.

* * *

Teck Twp., Ont. revenue this year will be down by approximately $173,000, according to Councillor Tommy Church, Finance Committee Chairman. Of that amount $30,000 is the sum the township may have to budget for to meet uncollectable taxes. The remainder of $143,000 represents the actual drop in revenue the township faces and results from the recent labor disputes at the mines and reduction in provincial grants and subsidies.

Montreal Stock and Curb volume rose during April, while turnover in mining shares suffered a reduction and was at the lowest point since June, 1941. Total transactions in all groups were 292,745 shares in April as against 317,937 shares in March and 337,929 shares in April, 1941.

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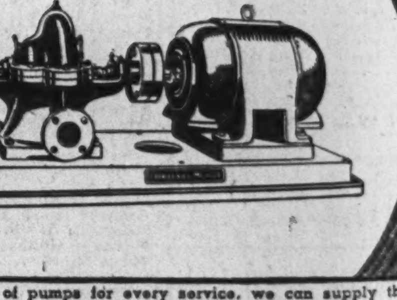

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Sentiment Goes Pro-Gold For Postwar World

U.S. Editors Advocate Using Part of Huge U.S. Gold Reserve For Rehabilitation

BY GORDON M. GRANT

Postwar planners in the United States have been laying out an important role for gold in establishing a lasting prosperity. Here are four of the key things U. S. editors are now advocating:

1. A new modified gold standard with tariffs abolished.

2. Reviving coinage of gold for use as currency.

3. A redistribution of huge U. S. gold holdings with "several billions" suggested as a rehabilitation fund.

4. Management so that a high level of international trade will be posssible without the mistakes made after World War I.

Since the statement of the Atlantic Charter and the widely quoted seven "Foundations of the Peace" article by U. S. Vice-President Henry A. Wallace, important changes have taken place in American opinion about gold.

Pre-Pearl Harbor isolationists chattered against the Fort Knox gold hoard.

Now, significant U. S. opinion is becoming increasingly vocal in proclaiming gold an important weapon for recreating the postwar world and contributing to the stability thereof.

U. S. Editors Lay Plans

Reflecting this new U. S. attitude, Time, Life and Fortune have set up a committee of editors and outside specialists, headed by Raymond Leslie Buell, "to make a continuing study of postwar problems and objectives." In the first of their series of reports on "potential courses for democratic action" they go into many of the problems that must be met and solved later. They lay down specific proposals for the use of gold.

In the first report of this committee are very decided views on the postwar function of gold.

"An Americo-British currency agreement, providing for the return to some form of gold standard, should be concluded. In making a currency agreement, it is important that a dollar-sterling rate be established for the postwar period more favorable to British exports than in the thirties. For its part, the U. S. should resume the coinage of gold as soon as our mints can do so. Gold coin is a form of property that gives the individual psychological protection against the state. The sale of gold coin today would encourage saving and thus be an anti-inflation measure; and if the U. S. removed uncertainty as to its future, Latin America might take out more gold and thus ease an exchange situation that has already caused a rise in its import prices to the detriment of the United States."

Idea "Catching On"

Restoration of confidence of the general public in gold by return to gold as "hand money" is not new but is only now catching on. It was advocated by W. Redelmeier in his book "The Gold Standard," published in June, 1941 (The MacLean Publishing Company, Ltd., Toronto), and before that had been advocated by Winthrop W. Aldrich, Chairman of the Board of Directors of the Chase National Bank of New York. Mr. Aldrich expressed his views on the subject—in January, 1940—as follows:

"The wise course seems to me to be the following: We should remove as promptly as possible the present prohibitions and restrictions on the private possession of gold. We should resume specie payments, coining gold and putting gold coins back into circulation. At the same time, gold certificates should be reinstated for the convenience of those who do not wish to use or hold sizeable amounts of gold coins. New imports of gold should be paid for in gold coin or negotiable gold certificates and the circulation of gold and gold certificates should be encouraged."

Would Solve Tariff Problem

In advocating a "free market" the Time-Life-Fortune Survey also suggests that the United States and the United Kingdom should declare that any tariff restrictions on their own trade would come to an end, say, within six months from now. It is thought that abolition of tariff restrictions would be of more symbolic than material importance just now as most Americo-British trade is subject to wartime license, but as war controls are gradually lifted, an expansion of trade would be facilitated.

Tariffs and barter deals have usually been considered one of the prime factors preventing the regular working of the gold standard in the past and abolition of tariffs would undoubtedly be an important step toward creating confidence in any new gold standard setup, it is suggested.

Would Redistribute Gold

If tariffs have been a hindrance to proper working of the gold standard in the past, concentration of 80% of the gold reserves in the United States has been considered an equally important problem in the way of re-establishment of a modified gold standard in the future. The Time-Life-Fortune proposals now call for putting these U. S. gold reserves to work through a reconstruction fund:

"The United States should create a Reconstruction Fund of several billion dollars, taken from its huge gold reserves," says the survey. "Nations lacking working capital in the reconstruction period should draw against this fund in accordance with the plan approved by the United Nations. Any nation doing so should accept the principles of the free market area, while the United States should make it clear that with the creation of this fund it would terminate lease-lend grants during the postwar period. Any foreign government wishing further financial aid should borrow it.

"Such a fund, together with the frozen assets in the U. S. should give impoverished nations the working capital necessary for participation in the free market without burdening them with a new debt, and thus avoid the catastrophic mistakes bound up with the reparations and interallied debts after World War I."

The "potential courses for democratic action" outlined by the Fortune group agree in their general direction with Henry Wallace's Foundations of the Peace. Both call for a return to the gold standard. Both seek an abolition to general restrictions on trade.

Gold Production To Be Needed

While production of gold is not mentioned in the Time-Life-Fortune "potential courses," with a postwar restoration of the gold standard, it would seem that substantial gold production from the British Empire—and Canada—would make for postwar prosperity. In the past, gold has concentrated in the United States partially because fewer goods were shipped into the United States than the U. S. shipped to other countries. Removal of tariff barriers by the United States would help change this situation but continued production of gold by the British Empire would be a further aid in keeping the balance of payments in adjustment.

Discussions of the postwar world by Henry Wallace and others have stressed the need for extensive international trade to secure a high standard of living throughout the world. This suggests a need for large quantities of "money" to finance this trade. From this viewpoint, a steady increase in the total supply of gold may be desirable to cope with an increasing volume of trade.

Redistribution of gold reserves is one of the things that has been considered necessary for successful working of the gold standard. This redistribution may have started already. After increasing its gold reserves by over $4 billions in 1940, the United States started losing gold toward the end of last year. Between Oct. 31, 1941, and March 31, 1942, reserves in the United States dropped from $22.8 billions to $22.6 billions.

The United States is a considerable gold producer itself and current production of gold has been shipped abroad as well as the gold indicated by loss of gold in reserve.

Brazil, Sweden, Switzerland and Venezuela have been increasing their gold stocks.

Another Possible Solution

Laurence Stern, writing in the Mar. 21 issue of the Magazine of Wall Street, sees "the gold problem" possibly solving itself. Says Mr. Stern:

"It is possible that our gold problem in time may in substantial degree solve itself. Don't forget that foreigners have a claim on more than half of this supply. Presumably some day security for capital, as well as peace, will be restored in Europe. And it might be that opportunities for profitable investment in future will attract much increased movement of foreign capital into Argentina, Mexico or China or some other place. In short, when and if the compelling reasons which brought billions in refugee money here are ended, most of it probably would either move back whence it came or seek, in nations of young economic development, more lucrative investment than is represented by ownership of American securities or American bank balances or dollar currency hoards in safety deposit boxes. In such case, substantial sums of gold would flow out from the U.S."

The Week In Oils

From Our Own Correspondent

CALGARY.—According to unofficial reports, several rotary rigs are to be sent to Imperial Oil's Fort Norman field along the Mackenzie River some 1,355 air-miles north of Calgary, and a substantial drilling programme is to be maintained.

The principal oil sands in this field lie at depths of only 1,800 to 2,000 ft., and little time would be required to drill each well. There is no detailed information available on the refinery and pipe-line plans beyond Hon. C. D. Howe's recent statement of new activity for the area and the proposal to carry a pipe line over to the Alaska highway.

Officially, it is reported that a party including the necessary crews and the technical men is leaving immediately for the field to reopen the present four producing wells and the refinery after the usual winter shut-down. The present wells are believed capable of producing around 400 bbls. of heavy crude per day. The present refinery, capable of processing 750 bbls. of crude per day, has been equipped since 1940 to turn out 80 and 87 octane aviation fuel, as well as light and heavy Diesel fuels and ordinary motor fuels.

• • •

Peace River Plans

British Columbia Mines Minister Herbert Anscomb, who has been negotiating in Ottawa with federal officials concerning the transfer for the duration of the war to the Dominion of the Peace River Block of B. C., reports that the Dominion has accepted. As noted elsewhere the Dominion plans extensive geological work in the area this summer. Mr. Anscomb states "The federal government will take whatever means it feels advisable in order to expedite the discovery of crude oil."

The B. C. government has one well now drilling in the Peace River block. This test, near Commotion Creek, is currently making hole around 6,100 ft. Just across the border in the Pouce Coupe area of Alberta, drilling is under way at the Bonanza-Royalties No. 1 well below 960 ft., while a formation test is being made at the Guardian Oils No. 1 well, which showed several potentially productive oil and gas zones in its 7,000 ft. of hole. As yet, of course, there are no commercial oil producers in the area.

• • •

Major 9 Porosity Wide

Major Oil Investments No. 9, believed to be the first test ever to reach and penetrate the Madison limestone immediately east of the Turner Valley crest, this week provided definite assurance of the presence of crude oil by drilling through a 99-ft. oil-saturated porous horizon which, according to Conservation Board sample analysts, showed "better than average" porosity. The zone was penetrated between the 7,815 and 7,914 ft. depths. The Madison limestone was topped at 7,618 ft.

Drilling is now proceeding below 7,954 ft., 336 ft. in the lime, in hard formation below the porous. If the well continues to log as anticipated by geologist J. O. G. Sanderson in his original report on the site, the bit should enter the lower porous zone in the next 100 ft. While the showing of the upper porous zone leaves no doubt but that oil production will be obtained, it is not yet possible, of course, to predict the probable productivity. It is just possible three porous zones may be found due to folding.

If Major 9 proves a producer, a considerable area on the east flank of Turner Valley may be opened for drilling.

• • •

Another Tilley Well

The Northwest Co.'s fifth test in the Tilley area will be an east offset of Tilley No. 2 producer. Drilling permit for the test, Northwest-Tilley No. 5, has just been issued for L. S. D. 3 17-17-12w4.

The well will likely be drilled with the light rotary last used at Tilley No. 3. The latter well, Northwest-Tilley No. 3, completed drilling last week at 3,206 ft., after topping the Madison lime at 3,200 ft.; 4¾-in. casing was set to bottom, the plug drilled out, and gun-perforation of the casing opposite the Sunburst sand has been commenced.

Northwest-Tilley No. 2 is continuing to produce about 40 bbls. of oil per day under back pressure from the Sunburst, with gas-oil ratio around 825 cu. ft. per bbl. Water content continues to fluctuate widely day by day, with average water content now around 25%.

• • •

Central Flank Producers

The two latest completions on the central west flank of Turner Valley have developed substantial production—each flushing around 400 bbls. per day—and will doubtless serve to revive interest in an area that has been somewhat neglected in recent months. The two latest central flank completions are Calmont-Northwest No. 5, in L.S.D. 6 18-19-2w5, and Drillers & Producers No. 2, in L.S.D. 13 7-19-2w5.

Calmont Northwest No. 5, after acid treatments totalling 5,000 gallons, flushed 33 bbls. hourly with booster gas aid last week end, and during this week was operated at around 300 bbls. per day under its own power, with a gas-oil ratio around 1,500 cu. ft. per bbl. The Drillers & Producers No. 2 well, given only a wash acid shot of 1,000 gallons, showed a high flush rate in brief flow tests early this week and, by the week end, was being operated under back pressure at approx. 400 bbls. per day, with a gas-oil ratio of about 1,100 cu. ft. per bbl.

• • •

Foothills 12 Impresses

In the north extension area, new completion Foothills No. 12 (in L.S.D. 4 9-21-3w5) continued this week to provide outstanding news. As reported last week, the well showed a very heavy flush flow following application of only 1,500 gallons of acid, and was pinched back to a rate of 900 to 950 bbls. per day, running under strong back pressure. Early this week, operating pressures were stepped up to 1,870 pounds on casing and 800 pounds on tubing, the well making over 1,000 bbls. per day with a gas-oil ratio of about 850 cu. ft. per bbl.

The middle of this week, the casing pressure was bled down to around 1,000 pounds, and oil yield stepped up to just over 1,200 bbls. per day. The well, of course, is still under test, and the current high rate of flow should not be taken as an indication of the well's probable allowable. The quota will likely be set under the June schedule, to be issued just over a week.

• • •

Two new drilling permits have just been issued for the Vermilion area. Saskahead No. 1 well has been staked in L.S.D. 14 18-50-5w4th, three quarters of a mile west of the new Acme No. 3 producer in the south section of the field. O'Sullivan No. 1 has been staked in L.S.D. 3 6-51-5w4, in the north extension area of the field, about 1½ miles northwest of the Princeville No. 2 producer.

Oil Royalties

Producing Wells — Prices and Payments

	May daily allow. bbls.	Apr. daily allow. bbls.	Jan. roy. pay. 1% $	Feb. roy. pay. 1% $	Mar. roy. pay. 1% $	Paid to Mar. 31 1% $	Dealers offering price† 1%
Ace No. 1 gross	522	553	303.71	269.38	264.90	2,194.33	$7,200
Alta. Oil Inc. No. 1 gr.	114	122	78.80	61.60	65.60	3,829.60	2,600
Do., 1 net	114	122	60.00	50.80	56.00	3,185.20	1,300
Do., No. 2 gr.	565	565	240.80	214.80	251.20	4,342.80	7,800
Do., No. 2 net	565	565	225.00	196.00	229.20	4,436.60	6,500
Allied No. 1 pfd.	100	100	37.21	36.71	50.17	442.26	1,600
Arrow No. 1 net	118	191	88.40	81.20	85.20	1,138.40	2,100
Do., No. 2 net	207	209	82.40	76.80	86.00	1,061.80	2,500
Atlas No. 1 net pfd.	130	135	....	....	....	......	1,700
Atlas-Br. D. No. 2 pfd.	750	752	....	....	....	......	10,600
D. & D. net pfd.	85	85	36.40	29.60	41.20	1,599.80	1,500
Drill. & Prod. No. 3 p.	150	175	....	....	....	......	3,750
Harris No. 2 gross	81	85	45.29	41.15	48.24	2,334.42	2,500
Do., No. 2 pfd. net	81	85	34.16	32.20	39.03	2,041.33	1,500
Independent No. 1 p.	250	250	131.93	114.30	152.64	1,169.23	4,300
Do., No. 1 gr.	250	250	98.34	85.29	109.66	1,358.30	4,200
Major Oil No. 1 pfd.	153	160	54.00	82.80	92.00	228.80	2,000
Do., No. 1 gr.	153	160	98.40	76.00	79.20	1,111.60	2,300
Do., No. 2 pfd.	744	759	525.60	483.20	485.20	2,194.80	8,000
Do., No. 2 gr.	744	759	394.40	358.80	367.60	2,598.00	10,400
Do., No. 2 dfd.	744	759	....	....	....	......	6,000
Do., No. 3 pfd.	872	936	691.20	648.80	638.40	2,578.40	9,700
Do., No. 3 gr.	872	936	504.00	464.00	456.00	2,524.40	11,500
Do., No. 3 dfd.	872	938	....	....	....	......	8,200
Do., No. 4 pfd.	536	585	....	....	185.60	185.60	6,900
Do., No. 4 gr.	536	585	26.80	483.60	341.20	851.60	7,200
Miracle No. 1 pfd. net	704	759	523.50	486.86	500.13	3,020.85	8,300
Do., No. 1 dfd.	704	759	....	....	....	......	7,000
Do., No. 1 gr.	704	759	375.05	336.43	347.22	4,187.66	10,600
Do., No. 2 pfd.	516	575	....	....	....	......	6,300
Royalite-Model 1 gr.	197	201	....	....	....	......	4,600
Sunset No. 1 gr.	103	105	52.29	47.15	52.23	6,711.05	1,900
Do., No. 2 gr.	85	85	40.36	36.64	43.15	3,835.01	1,900
Twin Valley No. 1 gr.	176	181	84.15	74.86	82.35	1,728.16	4,300
United Assets (deb.)	175	175	....	....	....	......	100
Vulcan Brown gr.	143	141	80.80	110.50	85.70	7,887.05	4,300
Do., net	143	141	45.52	63.00	52.16	5,110.48	3,100
Winalta No. 1 pfd.	105	106	62.80	53.20	72.80	3,130.70	1,500
York No. 1 gr.	92	94	50.64	47.43	46.69	4,600.17	2,250
Do., No. 2 gross	80	85	36.00	33.60	43.55	1,601.15	2,250

†Usually approximately 20% over dealer's bid prices.

Drilling Wells — Prices and Depths

	Drilling depth ft.	Offering price per 1%		Drilling depth ft.	Offering price per 1%
Adanac pfd.	3,316	*$4,375	Major Oil No. 9 pfd.	7,956	$8,500
Admiral No. 1 pfd.	5,003	*4,375	Major Oil No. 9 gr.	7,956	8,400
Admiral No. 1 gross	5,003	5,000	Major Oil No. 10 pfd.	6,818	*4,375
Atlas Br. Dominion No. 3	2,543	*4,375	Major Oil No. 10 gr.	6,818	4,500
Bonaventure pfd.	6,023	*4,375	Major Oil No. 12 pfd.	7,722	*4,375
Candn. Deposit. No. 1 pfd.	2,551	*4,375	Major Oil No. 12 gr.	7,722	5,600
Candn. Deposit. No. 1 gr.	2,551	5,000	Miracle No. 3 pfd.	3,623	5,600
Ensign No. 1 pfd.	Cellar	*4,375	Northclonmell No. 1 pfd.	3,028	*4,375
Hastings No. 1 pfd.	6,786	*4,250	Northclonmell No. 1 gr.	3,028	6,500
Lion-Davies No. 1 pfd.	2,814	*4,200	Northcross No. 1 pfd.	2,455	*4,375
Major Oil No. 5 pfd.	6,194	*4,375	Northcross No. 1 gr.	2,455	4,800
Major Oil No. 5 gr.	6,194	5,000	Northend Pete. No. 1 pfd.	7,478	5,600
Major Oil No. 6 pfd.	5,630	6,900	Northend Pete. No. 1 gr.	7,478	6,000
Major Oil No. 6 gr.	5,630	7,900	Northend Pete. No. 2 pfd.	4,432	4,700
Major Oil No. 7 pfd.	7,390	7,600	Northend Pete. No. 2 gr.	4,432	5,400
Major Oil No. 7 gr.	7,390	8,500	Northend Pete. No. 3 pfd.	6,561	5,100
Major Oil No. 8 pfd.	7,001	7,100	Northend Pete. No. 3 gr.	6,561	7,000
Major Oil No. 8 gr.	7,001	8,500			

*Pegged price.

Rail Equipment Still Adequate

From Our Own Correspondent

MONTREAL.—No necessity exists in Canada of placing railway passengers on a rationed milage basis, according to D. C. Coleman, president of the Canadian Pacific Railway. Such a plan is being considered in the United States.

According to Mr. Coleman the C.P.R. has reached the peak of operations which existed in 1928-29, "but we still have a surplus capacity." He expressed the belief the railways has the rolling stock to handle any future demands on its services.

"We can handle more freight traffic," he said. "We have the rolling stock and there is no shortage of locomotives—we have a number on order now. Before the outbreak of war we had a large surplus of rolling stock and we still have some surplus left. It was the result of the planing which all businesses must do."

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Check first with your newsdealer. If it definitely appears impossible to avoid delay, you may want to arrange to have the paper delivered by mail. Then it will arrive at the same time it formerly did at the news dealer's.

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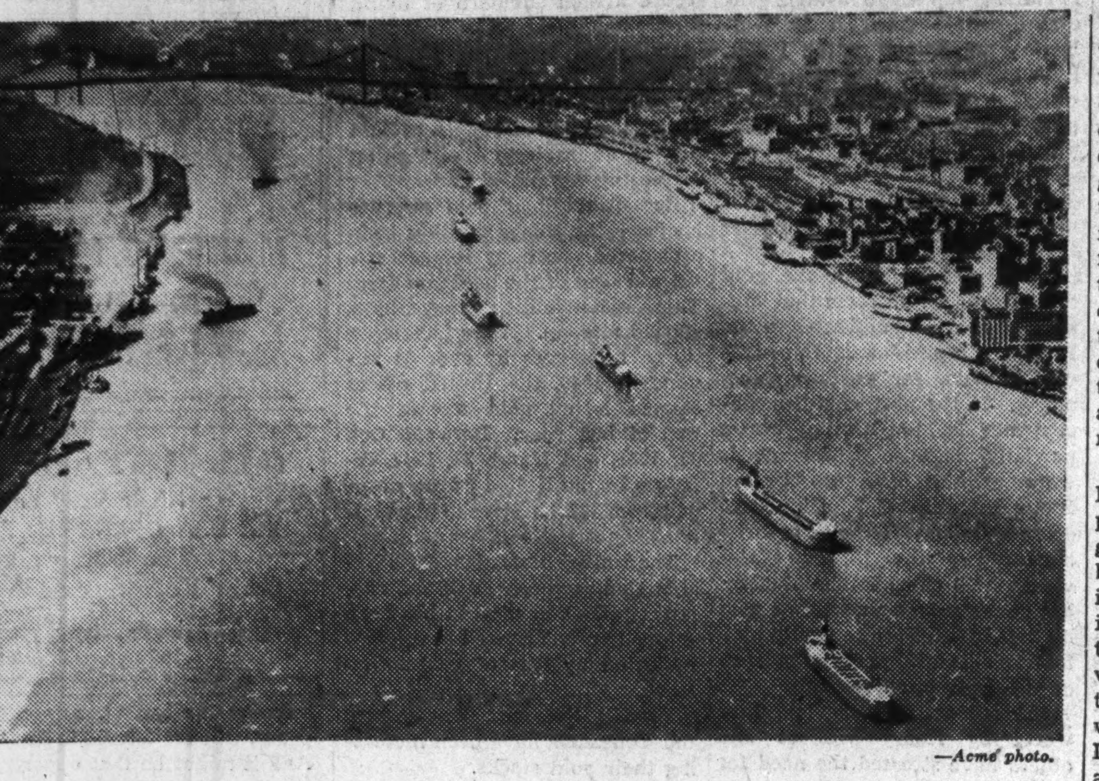
Shipping Industry Fights Vital Battle

Crucial Job Done on Great Lakes and in Battle of the Atlantic



—Acme photo.

This airview shows half a dozen great freighters — vital links in the war effort — anchored midstream at one stretch of the Great Lakes system. Iron ore for steel, crude oil for planes — those are two of their main cargoes.

The dramatic, inspiring story of the contribution which Canadian merchant shipping has made in this war is the story which cannot be told.

Occasionally, when the veil is lifted to report a loss at sea, or when men who have spent their lives in the sheltered waterways of the Great Lakes came back to tell of their adventures in the trade pathways of a world at war, we get a glimpse of the role which Canadian craft and merchantmen are playing in the war effort.

We learn with a sense of personal loss that great vessels — Empress boats, Lady boats and others have been lost at sea. We read cryptic statements from A. L. W. MacCallum, director of shipping for the Canadian Shipping Board, "that a large proportion of our canal-type carriers have been directed by the Board into important services on the Atlantic seaboard or elsewhere." But it will not be till war's end that the outstanding work and performance of Canadian craft and crew can properly and adequately be told.

What do we know?

First, that immediately on the outbreak of war all Canadian merchant shipping was brought under government control. The initial step was taken by the Canadian Ship Licensing Board, established Sept. 5, 1939. It affected all Canadian merchant vessels over 500 tons and engaged in foreign trade.

In December, 1939, a further important step was taken. The Canadian Shipping Board was established to co-ordinate governmental agencies concerned with shipping problems.

Under the chairmanship of L. Dana Wilgress, deputy minister of trade and commerce, the board included representatives from the Departments of External Affairs, National Revenue, Naval Services, Transport, etc.

A. L. W. MacCallum, manager of the Shipping Federation of Canada, was named full-time director of the board. Offices were set up in London and Washington and a representative named at Vancouver. The original Ship Licensing Board was named a committee of the new body. Later (in December, 1940) H. R. MacMillan, president of Wartime Merchant Shipping, was added to the board membership. Four technical advisers have been named. They are: F. T. Cuttle formerly assistant manager, bulk freight department, Canada Steamship Lines, and H. B. Clark, Upper Lakes & St. Lawrence Transportation Co.; L. J. Pattington, manager, Constantine Line, and J. P. Boyle, president, Shipping Ltd. They are to assist the director in respect of Great Lakes and ocean shipping respectively.

Chief responsibilities of the Board are to advise the government in all matters respecting wartime shipping; to ensure maximum use of Canada's merchant marine in the war effort; to service and control Canada's waterborne trade; administer not only the regulations governing Canadian vessels, but also the control of neutral shipping in co-operation with U. K. and U. S. shipping authorities.

Since the spring of 1940, by order of the board no person or corporation may purchase or charter a vessel exceeding 500 gross tons without the approval of the director. From Aug. 1, 1941, it has placed a ceiling on charter rates. Subsequently (Jan. 20, 1942) the Board issued a new schedule of time charter rates much below those of the previous August and corresponding to similar action by the U. K. Ministry of Transport and the U. S. War Shipping Administration.

Until 1941 the Board was chiefly concerned with deepsea shipping. But with the close of navigation last autumn a large number of canal vessels were directed into seagoing work to assist the increasing movement of war materials and supplies. In the past winter plans were laid in consultation with inland ship operators whereby all Great Lakes and St. Lawrence vessels were co-ordinated under Board direction to ensure priority handling of ore, grain and coal.

To assist in this priority work a Shipping Priorities Committee was set up by the Board in October, 1941. The board now allocates shipping space on the basis of priority ratings given by this committee. This committee works closely with the various commodity controllers and administrators of the Wartime Industries Control Board and the Wartime Prices and Trade Board.

Thus after two and a half years of war, Canada finds all her regular steamship services, except those to the United Kingdom, badly depleted and in some cases entirely stripped of vessels. This was partly due to the requisitioning of British ships by the Ministry of War Transport and the fact that the larger Canadian boats (the Empress, Lady, Prince and other vessels) were at once turned over to the U. K. for special war services.

As well, practically all Canada's seagoing merchant marine has been placed in war service. A large number of Canadian canal-type inland navigation vessels have been sent across the Atlantic for service in the United Kingdom. Others have been converted and directed by the board to deep sea work—the carrying of essential materials for Canadian war industries and construction materials to areas such as Newfoundland.

More recently an appreciable tonnage of Upper Great Lakes vessels has been withdrawn from the carriage of Canadian cargoes and allocated to assist in the record-breaking movement of American Lake Superior ore. Every serviceable canal-type vessel capable of deep sea work was withdrawn from the lakes in the winter of 1941-42 and a number allocated for American coastal service. Smaller Canadian vessels such as salvage and towage tugs have been withdrawn from Canadian service and sent across the Atlantic to the U. K.

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Talk Rationing U.S. Newsprint

Transport and Economy May Bring Action

By JOHN E. LANGDON

MONTREAL. — Curtailment of deliveries and possibly rationing of newsprint supplies for American publishers is under discussion. One particularly well-informed news service in Washington states definitely that such a plan is near at hand. Inquiries here and in New York do not support this view. On the other hand the view is expressed such a step is possible not on account of a newsprint shortage, but for other reasons.

Traffic moving on American railways has become more and more a problem. The situation is complicated by the fact that a large volume of goods, especially newsprint, which ordinarily moved by water has had to turn to rails. In prewar days as much as 30% or more of Canadian newsprint marketed in the United States moved by water along the Atlantic and Pacific coasts and through the St. Lawrence-Great Lakes water system. Within recent months this type of transport has been sharply restricted, resulting in an increased burden for the rails both in this country and the United States.

Transport difficulties may be one factor leading up to the curtailment of supplies for U. S. publishers. It is a possibility that cannot be overlooked at this stage.

Want to Economize

Another reason for possible limitation of newsprint supplies in the States is the reported desire of some publishers to economize. Newsprint represents an important item of cost to publishers, especially those in the metropolitan field. With general publishing expenses advancing rapidly, the financial position of more than one paper would be improved if there was a curtailment in the size of papers. For competitive reasons, such a move would have to be general.

At the moment there is nothing official to go on, but one report has it that a group of U. S. publishers have been urging Washington to curtail consumption of paper, either by restricting deliveries or through some other form of rationing.

No Shortage in Sight

It is now quite clear there is little or no likelihood of a shortage of newsprint paper to meet requirements of publishers on this continent. The sharp falling off in overseas trade, due to difficulty in securing cargo space, and the conservation plans put into operation in the States and here, has placed the industry in a position where it has ample reserves of capacity to take care of all demands.

The drive to switch power from the newsprint mills to the aluminum industry continues. Some such scheme is expected to go into operation before the year is out. This will take a fair share of the available capacity off the market, but the balance should be sufficient to cover all needs.

Price Policy in Abeyance

Meanwhile there have been no changes in respect to the price of Canadian newsprint in the American market. At the time the Office of Price Administration froze newsprint prices in the U. S. it was stated the question of the Canadian price would be given further consideration. This move blocked the Canadian operators' plan to advance the price $3 a ton on April 1.

It had been expected the O. P. A. would confer with the Wartime Prices and Trade Board. One investigation was made by the two price fixing bodies as to the cost of newsprint paper. It is understood the conclusions reached substantiated the claim of the Canadian operators as to increased costs, but the basis on which the conclusions were reached was not wholly satisfactory to the O. P. A.

The newsprint industry has been expecting the enquiry would be reopened. To date no action has been taken. Nor, as far as can be learned, has the matter of Canadian newsprint price come up for discussion between the O. P. A. and the W. P. T. B.

TEXTILE EXECUTIVE

J. G. Dodd, director and sales manager of Dominion Textile Co., who has been appointed vice-president of the company. Mr. Dodd is also cotton administrator of the W. P. T. B.

Abitibi April Net Lower

Reflecting substantially lower shipments of newsprint, net earnings of Abitibi Power & Paper Co. for April this year were about 6.6% lower than in April a year ago. For the first four months, however, a gain of almost $1 million is shown. The April monthly earnings are reported before providing for depreciation, bond interest of $265,305 and income and excess profits taxes. They include $163,122 received as premium on U. S. exchange.

With May production of both newsprint and sulphite and groundwood pulps expected to hold at approximately the same levels as in April, indications are that monthly earnings will show another decrease when compared with the previous year.

Monthly Earnings

	1942 $	1941 $
January	1,023,703	476,993
February	803,988	517,915
March	840,567	687,529
April	649,566	695,728
	3,318,124	2,378,165

Newsprint Shipments

	1942 Tons	1941 Tons
January	49,100	26,141
February	37,264	28,421
March	39,330	38,196
April	28,146	34,476
May	*28,000	35,494
	181,840	162,728

*Estimated.

Pulp Shipments

	1942 Tons	1941 Tons
January	8,776	5,454
February	9,451	6,401
March	11,430	6,537
April	11,574	7,043
May	*10,000	7,359
	51,233	32,794

*Estimated.

No Newsprint Shortage In Canada, Says Howe

No newsprint shortage exists in Canada; in fact, some newsprint plants were working at less than capacity, according to statement made in the House by Munitions Minister Howe.

The question of newsprint supplies was raised in the House when reference was made to the extensive paper salvage campaign in Canada. In view of this campaign it was asked why newspapers were not reduced in size and export of paper restricted.

Mr. Howe said the salvage campaign was necessary and valuable because the pulp made from salvaged paper took the place of fresh wood pulp necessary for packing ammunition, thus saving waste of a valuable resource and saving labor and milling operations to produce the fresh pulp.

Powell River Pulpwood Situation Not Acute

In spite of labor shortage which prevails in British Columbia woods operations at present, it is not considered likely that the reported shortage of hemlock logs will result in any extensive curtailment of mill operations at Powell River for some time at least, according to the Powell River News. Powell River Co. has a 15- to 25-year reserve of timber on its own or contract holdings. Approximately 60% of the wood pulped is hemlock, the balance being spruce and balsam.

Mention of the depleted reserve, has reference to the immediately available supply of cut logs, which is influenced in turn by the labor situation, and does not refer to a shortage of standing timber in reserve.

Abitibi Power & Paper Company, Limited
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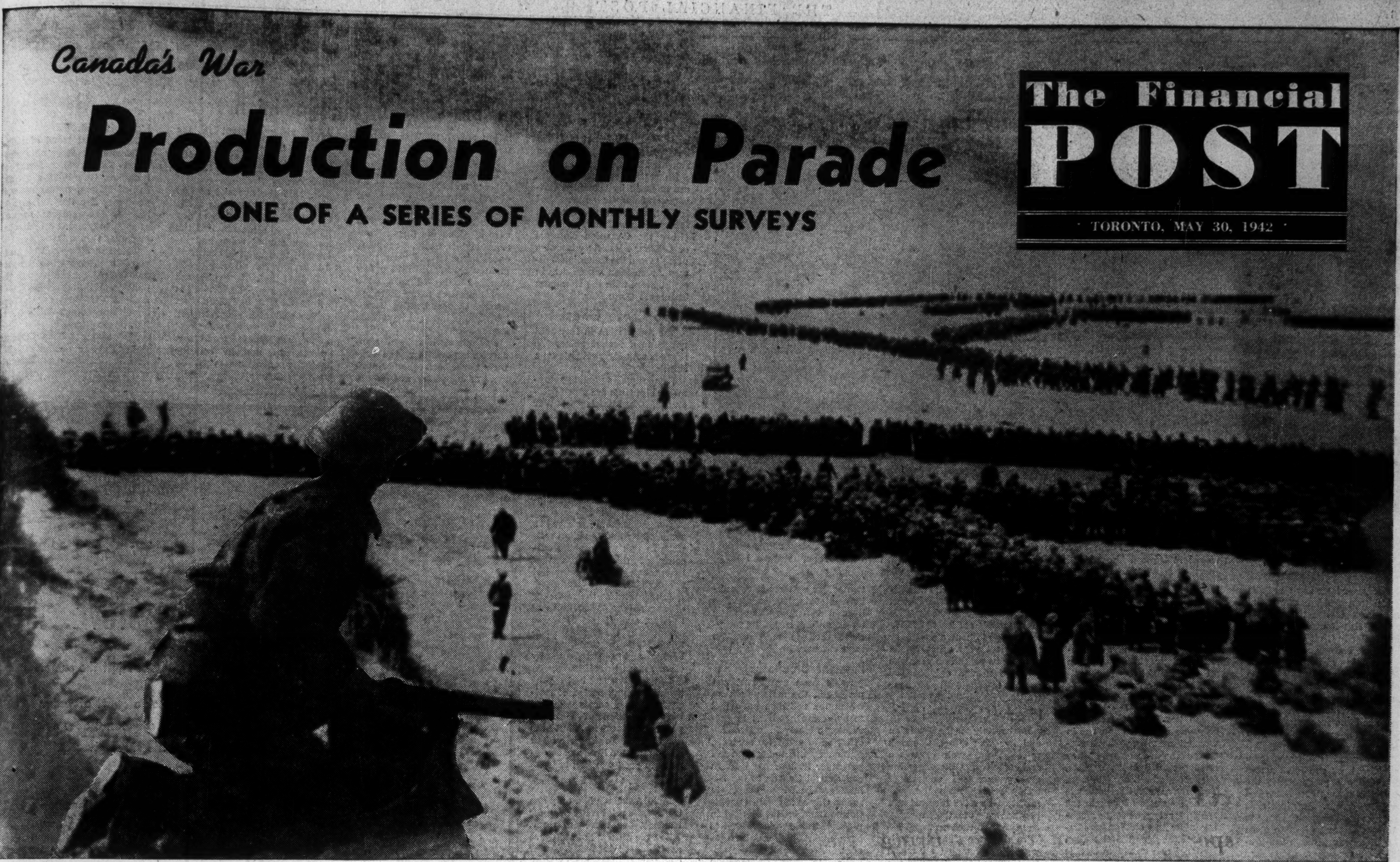
The Financial
POST
TORONTO, MAY 30, 1942

Canada's War

Production on Parade

ONE OF A SERIES OF MONTHLY SURVEYS



Two Years After Dunkirk Canada is Mighty Arsenal

The epic of Dunkirk is just two years old. Before Dunkirk we could still believe in a "limited liability" war, a war of blockade and Maginot lines, of moderate sacrifice and little bloodshed. Dunkirk ended all that.

But Dunkirk is more important as a beginning than an end. On that day, not September, 1939, the British Commonwealth really went to war.

Up to Dunkirk, Canada's role was but dimly determined. The Dominion was to turn out some shells, some machine guns, some airplanes. No complete blueprint of what Canada was to be asked to do or of what Canada herself planned to do had been drafted—at least was never made public.

The facts of what Canada was doing and planned to do up to Dunkirk compared with the facts of what Canada is doing and planning to do today present one of the most dramatic stories of this war; paint a picture of national determination, of industrial and social metamorphosis as would be regarded two years ago as only fanciful.

THEN—We had an army of 23,678 men overseas, or less than two divisions. The infantry was trained and equipped in World War I style with rifles, heavy and light machine guns. The artillery had 18 pdr. guns, designed more than a quarter of a century ago. We had no overseas tank corps. Our troops were "motorized" rather than "mechanized."

NOW—We have over 130,000 soldiers overseas, most trained or being trained as commando troops, a phrase unfamiliar at Dunkirk time. Canadian troops in Britain now claim to be the most highly mechanized force in the world. They are equipped with the latest big British tanks or with Ram or Valentine tanks from Canada. Canadian artillery fires the new 25-pdr. gun-howitzer and larger calibres, Bofors anti-aircraft guns and several sizes of anti-tank guns—all made in Canada. Troops will soon be equipped with Canadian-made Sten light machine guns. Not one of these weapons, not even the standard Lee-Enfield rifle, was being made in Canada two years ago.

THEN—We had 12,315 men in our air force, with some hundreds more in the R.A.F. But few, if any, of the Canadians were flying planes made in Canada. The very few military craft we were producing were Hampden bombers and Lysander reconnaissance craft. It was fighting Spitfires and Hurricanes that were needed.

NOW—Canada's air force numbers over 100,000. Our air training pattern has become the model for the United Nations. Already building all our training planes, Canada can provide her graduate flyers with two types of active service bombers, two types of fighters. The new four-engined bomber and twin-engined fighter to be produced shortly will put the "Made in Canada" label on two of the most modern types of fighting craft used by any force.

THEN—Before Dunkirk, Canada's Navy had less than 7,000 men. Some 20 Canadian shipyards had orders for 90 vessels, but most Canadian sailors were on Royal Navy ships or on ships bought from Britain.

NOW—Two years later — the Canadian Navy has jumped to about 44,000 men, with about 400 vessels, over half of them armed. Nearly all of the 135 corvettes and 85 minesweepers placed on order have been delivered and work is going ahead on two "Tribal" class destroyers. For the first time in history, ships as well as men in the Canadian Navy are truly Canadian.

As significant as the vast increase in fighting men is Canada's steady growth in the production of weapons to back them up.

THEN—Canada had well developed production of military transport, small arms ammunition and shells. For the war on wheels, Canada's automobile industry was turning out Universal carriers, several types of trucks and gun tractors.

Eight factories were producing shells. The Dominion Government arsenals were active in small arms ammunition and one explosives plant was under construction.

NOW—We have 23 chemical plants in action, turning out 12 types of chemicals and eight types of explosives. In one month Canada now turns out half as many shells and rounds of small arms ammunition as she did in all the nine months of war before Dunkirk.

But today's production has a far wider range. Shells and fuses are being made for anti-aircraft as well as field artillery and shot for anti-tank guns. Our small arms ammunition includes armor-piercing, incendiary and tracer bullets. In all, 30 types of shells and 11 types of small ammunition are being made.

The explosives from our 23 plants fill seven types of trench mortar bombs, 500-pound aerial bombs and practice bombs, two types of depth charges, anti-tank mines, rifle grenades and 50 different types of pyrotechnics for signalling, navigation, etc.

THEN—Before Dunkirk—Canada had the plans for making the 25-pdr. standard field gun. But no guns were completed for a year.

NOW—Besides the 25-pdr. with all its equipment, aimers, etc., Canadian workmen turn out two types of complete anti-aircraft guns, two types of anti-tank guns, two types of trench mortars, three types of machine guns. Shortly we will add three new types of naval guns, two more machine guns.

Along with all these weapons and projectiles go all the hundreds of special items of equipment needed for modern war—gas masks, radio locators, wireless sending and receiving equipment, searchlights, parachutes, etc.

In short, the two pell-mell years since Dunkirk have pushed Canada from colonial status to nationhood in war production. From our own factories we can now equip an army for total war.

THEN—Canada was spending on war just over $10 for each man, woman and child in the Dominion. (Fiscal year preceding Dunkirk.)

NOW—Canada is spending for war over $320 for each man, woman and child. (Fiscal year ending March, 1943.)

Our munitions contracts—$275 millions up to Dunkirk—now total over $4 billions.

THEN—We were proud and elated at having subscribed $321 millions to the First War Loan (January, 1940).

NOW—We regard without surprise a Victory Loan of almost $1 billion. Since that first loan, just before Dunkirk, Canadians have loaned their government about $2.5 billions.

THEN—A married man with income of $5,000 a year and no children had just paid his income tax bill of $144.

NOW—The same man has just finished paying income taxes of $1,000. This includes National Defense Tax, unknown before Dunkirk.

THEN—It seemed that the war might be fought and won without hardship to civilians on the home front; without any serious dislocation of our way of life.

At the time of Dunkirk, shortages were very few. Canada had lost access to a few Scandinavian and Low Country products and faced the loss of trade with France. None of them counted significantly. Of her own production, Canada had enough and to spare. Her war output was still too small to have much effect on civilian output.

New cars and trucks were still being made. Gasoline was plentiful. So was rubber. Only two shortages had developed serious proportions, wool and leather, both of them largely due to seasonal changes and temporary shipping derangement. The Wartime Prices and Trade Board had been set up to adjust the prices of these and other commodities, but there was little seemingly, for the Board to do.

There was no conscription, not even a registration of Canada's man and woman power.

NOW—Canada's way of life has been transformed. All Canada's man power is earmarked for war or war production with the exception of men under 17 or over 45. All the rest are subject to call for active service or must obtain permits before changing to non-essential jobs. Their wages and salaries have been fixed, so have the prices of the goods they buy or produce.

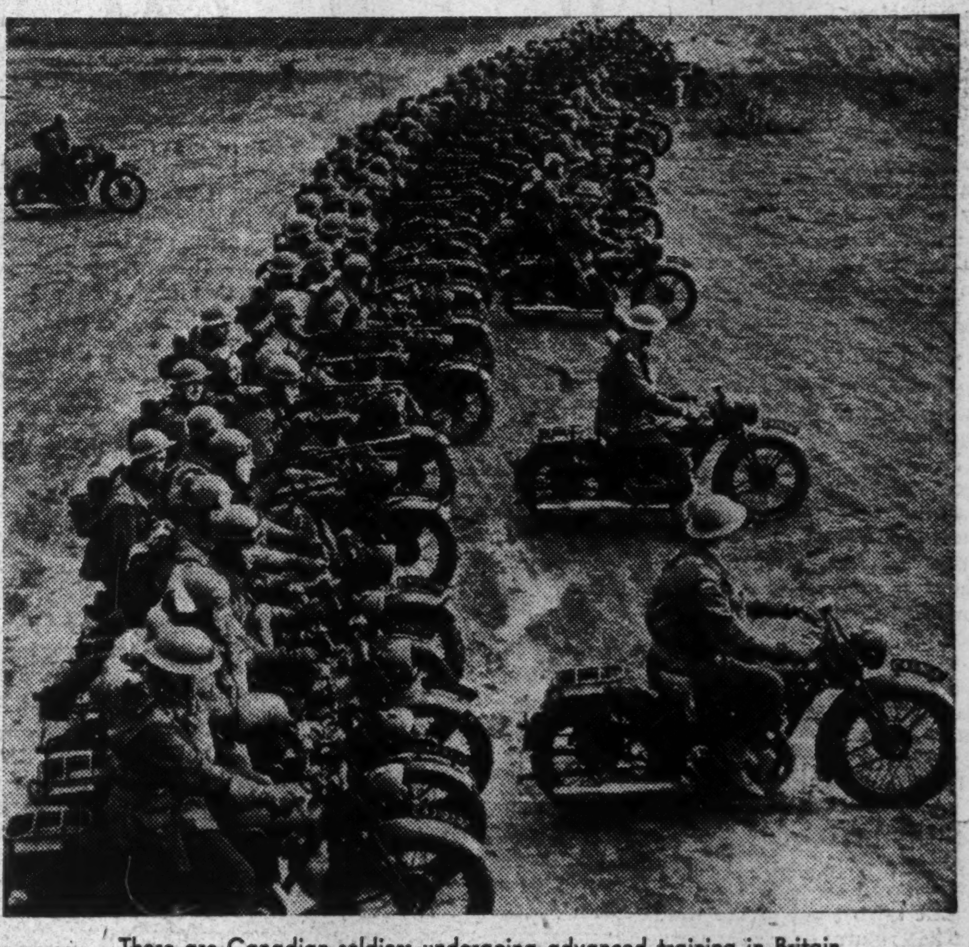
Dunkirk—and what it started—has penetrated and transformed Canadian life to the core. Our former goal of reaching the highest possible standard of living has vanished, to be replaced by the hope of retaining an adequate standard of living—adequate for sustained war production.

Dunkirk marked an end and a beginning. It marked an end to wishful thinking and "sitzkrieg" warfare. Definitely it marked the beginning of our total war effort. But it may well be that Dunkirk's echoes will ring long after the total war is won—no country could emerge unchanged from so complete a transformation as Canada has undergone in the two years past.

Special Report For May

Transportation and Forest Industries

MEN For the World's Warfronts



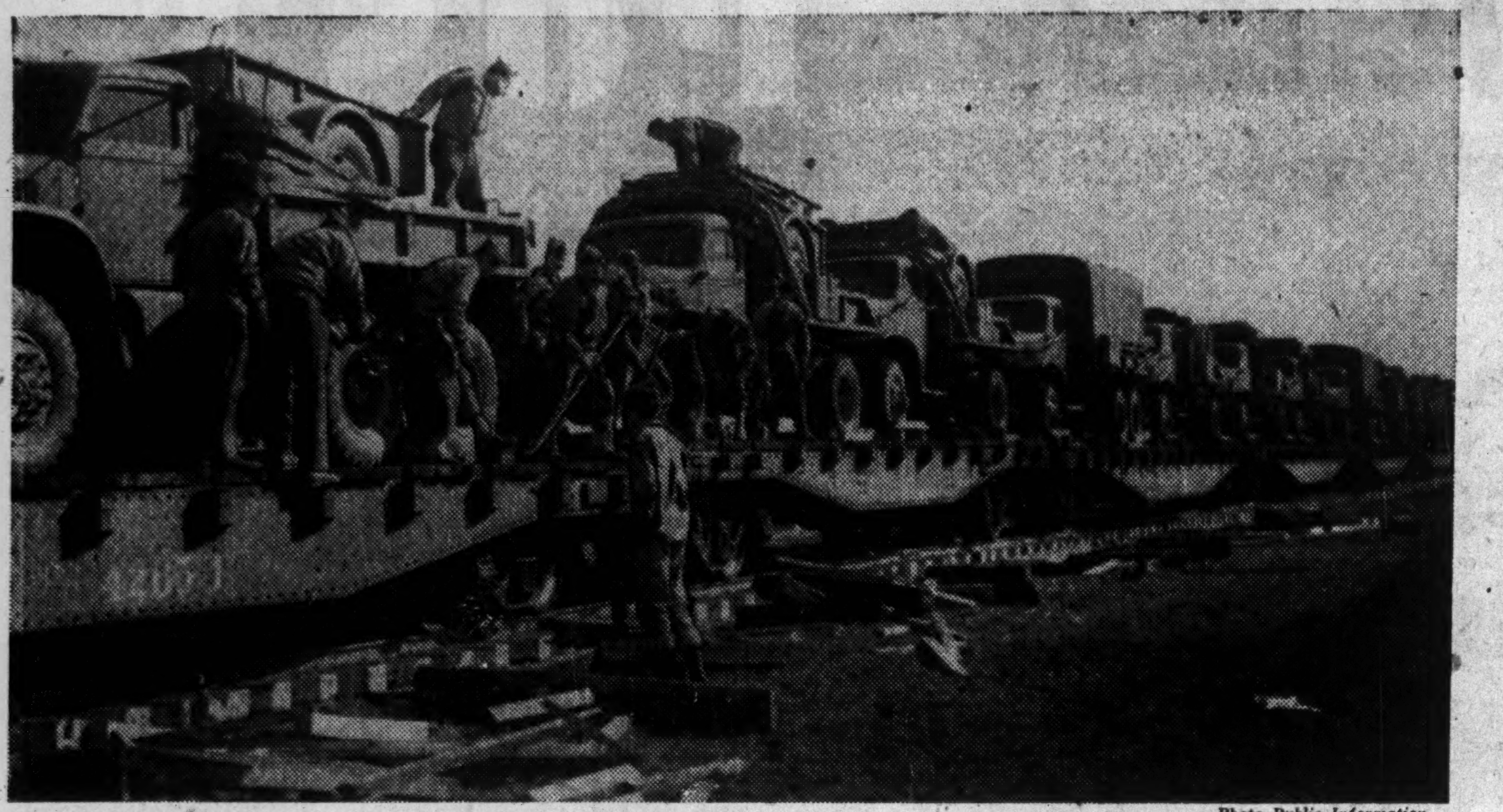
These are Canadian soldiers undergoing advanced training in Britain starting off on a test over rough country.

MATERIAL For the World's Warfronts

These are Canadian-made bombs being unloaded at a British port while an air force officer — one of the men who will eventually use them — looks on.

War-girt Railroads Break All Tonnage Records

Canada's Rails Carry Ten Tons of War Freight for Every Man, Woman and Child in the Dominion



—Photo Public Information.

Carrying troops — war workers, whether in office or factory — raw materials or war weapons, the Canadian railways have met the challenge of war with a skill that is a credit to Canadianism. Pictured here is a railroad doing another job: Transporting American troops to Dawson Creek, Canada's farthest north railhead. From here the "Yanks" strike out blasting the road through to Alaska.

Sooner or later any war boils down to a problem of "Gittin' thar fustest with the mostest men." But if transport was a key factor in Civil War days, it has since become crucial.

Not only can the modern infantryman fire as many bullets as a company of his predecessors, but before any triggers are pulled a tremendous transport job has to be successfully completed to equip the armed forces.

Building materials have to be shuttled back and forth across the country to construct the war plants, the flying fields and military camps. Raw materials for arms and explosives have to be hauled from plant to plant on their way through the production processes. Men and materials have to be moved from primary to advanced training centres, and throughout the flow of men and materials out of the country to the fighting fronts must be steadily maintained.

In 1941, with Canada's war effort still short of its peak, the vital role of transport meant 110 million tons of freight for the Canadian National and Canadian Pacific railways. Largest volume ever handled by the two giant systems, the tonnage carried works out to 10 tons for every man, woman and child in the Dominion.

Wartime Traffic

If all the freight handled were put into 40-ton box cars, it would take 322 days to go past at 30 miles an hour.

In 1939 the freight handled would have taken 231 days to pass a given point on the same basis and in 1937—a prosperous year—the freight handled by the two lines would have taken only 225 days to pass a given point.

Compared with the last prewar year, Canadian railways handled 40% more traffic in 1941.

Traffic Problems

Other industries have recorded larger gains, but few have had to contend with greater problems in the reallocation of traffic arising out of the war.

The returns for January, 1942, compared with January, 1939, show twice as much gasoline being carried; eight times as much pig iron; nearly three times as much iron and steel. Castings, machinery, etc., handled last January were 200% greater in tonnage. Canned goods more than doubled. Paperboard handled increased nearly 3½ times. Cement traffic was nearly three times as great; cotton over four times, while coal recorded an increase of over 100%.

The immensity of the task successfully undertaken by the railways is further emphasized by the changed conditions brought about by the war itself.

Bulk Traffic

A large proportion of the new traffic has been of a type for which the railways were the only economical means of transport.

In peacetime the problem of providing transport would have been lessened through competition from highway carriers and shipping. The drastic limitations on the manufacture of motor vehicles, on the use of their fuel and on the purchase of tires, has meant a steady shifting of traffic from highways to rails.

Waterways have had more traffic to handle and the tonnage of shipping has decreased through the transfer of bottoms from inland to ocean service.

Despite the additional burdens the railways have demonstrated their ability to move all the freight offering efficiently and economically.

Passenger Travel

The handling of freight is only one of the many ways in which the railways have furthered the war effort. They have provided hotel, express, telegraph and other services. They have moved thousands upon thousands of men in the armed services, as well as looking after the civilian population. Last year the Canadian National and Canadian Pacific carried 26.8 million passengers. In 1939 they carried 17.4 millions and in 1937, 18.7 millions.

As a passenger coach seats 75, it required at least 357,679 coach trips to handle passenger traffic last year. In 1937, a prosperous peacetime year, the railways needed only 250,000 coaches to handle all passenger traffic.

Highly Organized

Fortunately for the Dominion and her war effort, Canada's railways are well organized and efficient. Otherwise the greatly increased volume of traffic arising from the war might easily have resulted in a breakdown of the railway transportation system.

To date the Canadian railways have handled all traffic offering and the heads of the two major systems have publicly stated their respective lines can handle even more traffic without curtailing equipment used to meet civilian requirements.

Prevent Blockade

Aside from equipment and personnel, the major problem which the railways have had to overcome has been in preventing a blockade in the flow of traffic to and from seaports.

The movement of freight and passenger traffic from western and central Canada to the Atlantic seaboard converges in such a way as to create a potential bottleneck. But by skill in routing traffic this flow has been maintained uninterruptedly. Exceptionally close coordination and co-operation among all shipping interests has been necessary to prevent a stoppage.

No restrictions or priorities are imposed by Canadian railways on domestic movement of freight, but no traffic destined for overseas will be handled by either the Canadian National or Canadian Pacific without a permit from the Canadian Railway Association which acts in conjunction with the Dominion Transport Controller.

Keep Close Check

The Association in turn will not issue a permit unless the space is actually available on a ship.

War supplies and government shipments are given preference, the Ministry of War Transport for the United Kingdom ruling on priorities for all overseas traffic, while cargo space for such supplies and shipments is arranged by the Transport Controller.

In this way all danger of freight piling up at ocean shipping ports is avoided.

The remarkable results achieved by the Canadian railways in this war are the outcome of developments that have taken place over the last two decades.

Canada had at the outbreak of war nearly 43,000 miles of railway, and of this 51% was operated by the Canadian National, 40% by the Canadian Pacific and the balance by other roads.

The railways had gone through a long period of seriously reduced earnings due to the contraction of Canada's productive activity, but the operators of the properties had maintained the lines and equipment in good working order.

Progress Made

In 1914 Canada had only one transcontinental route open for traffic; today there are three.

But the railways of today are not those of 1914-1918. Better equipment has been built. Locomotives have increased in size and usefulness. The largest locomotive of 1914 had a tractive power of 52,000 lb.; today, over 90,000 lb.

In performance, the betterment is even more striking. In 1914 a reasonable performance for a locomotive was 30,000 miles; now a modern locomotive will make as much as 125,000 in a year.

The average freight load has doubled and the average speed of freight trains has increased 70%.

The average weight of rail used by Canadian lines is considerably heavier, reducing operating costs and permitting greater loads. In 1914 a few hundred miles of road were rock-ballasted; today there are several thousand miles. Terminals and equipment have been modernized.

Equipment has been standardized, permitting the railways to use each other's equipment if necessary and to use American equipment in the event of a shortage.

On the other side of the balance sheet are these facts to consider:

In 1916 the average annual wage of employees was about $700 with a 9 or 10-hour day generally in effect. In 1941 the average annual wage had increased to over $1,700 with an 8-hour day for all employees.

In 1916 the cost of coal used in engines averaged $3.05 a ton compared with $4.41 last year.

The cost of a standard box car per pound weight was about 5.5 cents as against 9 cents now.

Ties, rails and, in fact, the majority of articles used by railways are also materially higher in cost.

The general trend of rising costs and the force of competition from other forms of transport (involving a shrinkage of rail revenues) made it necessary for the railways to bring their operations to a peak of efficiency far beyond what prevailed in the last war.

This and other factors made possible improved passenger and freight schedules, and the handling without congestion of a nation's traffic under wartime conditions at a volume never before experienced.

Had that not been the case Canada's war machine would have bogged down, for the railways are the very heart of it.

Rails Build as Well as Carry The Tools of Modern War

Prime job of Canada's railways is and always has been transportation. In wartime that job is doubly important, transport is the heart and nerves of a successful war effort.

But in building up to their vital transport job, Canada's railways have set up vast workshops, established big pools of technical skill and metal-working equipment.

From this reservoir of productive energy is now pouring a flood of war weapons. Cargo ships and minesweepers are being built in the yards designed to handle the shipping end of Canada's transcontinental and transoceanic transport system. The fleets of the railway companies have been turned over to the admiralty, and over 15,000 officers and men have left work for the railways to take service in the armed forces. They have joined army, navy and air force, have taken key jobs in directing the war effort for the government.

War materials are being made at railway shops in Montreal, Moncton, Stratford, Winnipeg, Calgary, Prince Rupert and elsewhere.

Build "Valentines"

One of the biggest tasks undertaken by the C.P.R. was setting up facilities in the Montreal area for making Valentine tanks.

The original contract called for production of over 800 of these armored land ships. No official figures are available as to the current rate of production, but output passed the 100 mark sometime ago.

Guns for Navy

The Canadian National Railways has undertaken an equally important task at Montreal, where a special plant has been set up for the National Railway Munitions Ltd. to build 12 pounder Mark V naval guns.

The plant was designed in such a way that at the termination of the munitions contracts, the structure will be used as a car repair shop. The first sod for the building was turned December 26, 1940, and production began to roll on January 3, 1942.

The contract for the naval guns has been so well advanced that a number of these weapons have been manufactured, tested, dismantled for checking, reassembled and shipped to distant points for service.

Naval guns also are being manufactured at the Ogden shops of the Canadian Pacific Railway, where an enviable record of accomplishment has been set up.

War Equipment

National Railways Munitions has a contract to build gun carriages. There are approximately 1,000 parts in each gun carriage. They are built to British specifications.

Both railways have undertaken several other wartime jobs which their personnel and equipment are especially fitted to handle, including manufacture of munitions.

The Canadian National Railways' shipbuilding facilities at Prince Rupert have been building cargo vessels and mine sweepers.

No figures are yet available on the amount of contract work the railways have undertaken for the Canadian, British and other governments. Collectively it would probably compare favorably with that received by any other single agency in Canada.

Even more favorable would be the comparison if the war jobs of the railway equipment companies were included in the total. Built up to provide cars, locomotives, rails and parts mainly for the Canadian National and the Canadian Pacific, equipping the railroads has been the foundation for much of Canada's heavy industry.

Firms like Canadian Car & Foundry, National Steel Car, Canadian Locomotive, Montreal Locomotive, Canadian Bronze, Robert Mitchell and others all drew an important part of their peacetime business from the rails. Today this group of firms is turning out munitions, building or equipping naval vessels. They build planes, make shells, and shell cases, turn out a score of specialized jobs far different from the work they did in peace, impossible of achievement if it had not been for the capacity and "know-how" they developed at their peacetime jobs.

—C.N.R. photo.

The wide experience, fine engineering skill and vast workshops of the Canadian railway companies were swiftly diverted to production of war materials. Railway and railway equipment companies are performing notable production feats in manufacture of tanks, airplanes, ships, shells and guns. Here barrels for naval guns — product of a railway company enterprise — undergo final inspection. They will help win the Battle of the Atlantic.

VEST POCKET STOVE...

Not "vest pocket", literally, but a mighty small stove just the same.

The SOLUS weighs only 44 ounces, but it will boil a quart of water in 3 minutes! It occupies less than 1/3 cu. ft. of space and does not have to sit level while burning. This gallant little stove gives quick heat, and plenty of it, for cooking, heating, sterilizing.

An ideal stove for Active Service Forces, Auxiliary War Services and Civilian Relief Societies. Be prepared for any emergency when quick heat for hot drinks, boiling water, hot food and warmth are essential. Write, wire or phone for information.

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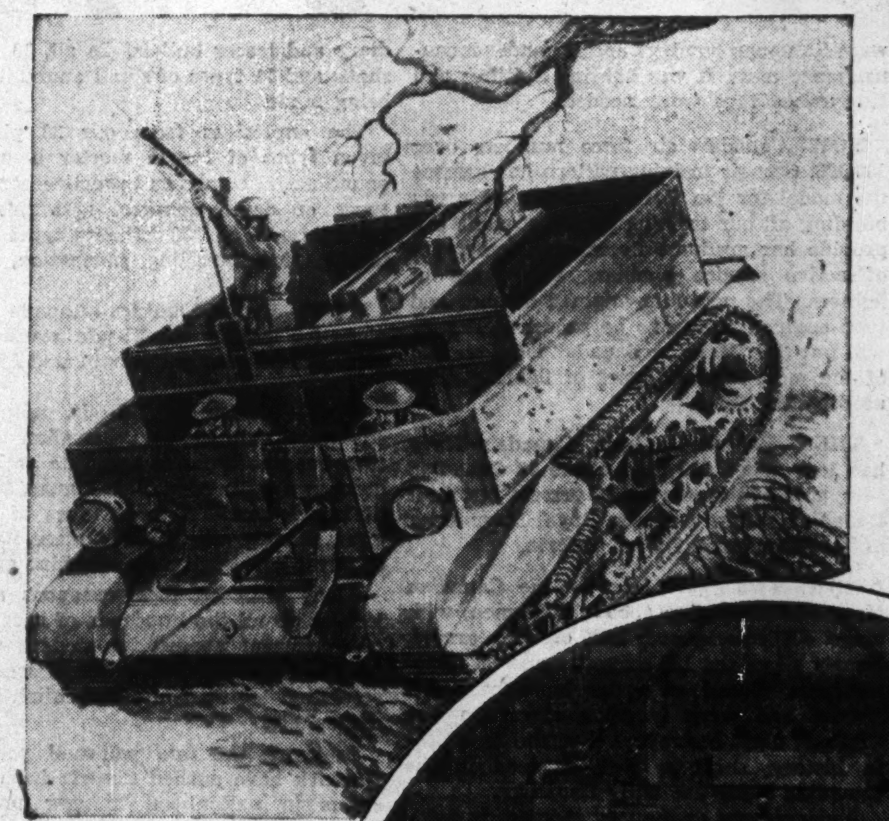

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Transport—Arteries For a Nation at War

Our Ships, Trains, Trucks and Planes Touch Every Phase of War. How Their Job Has Grown is Shown in These Contrasts of 1941 Against 1939

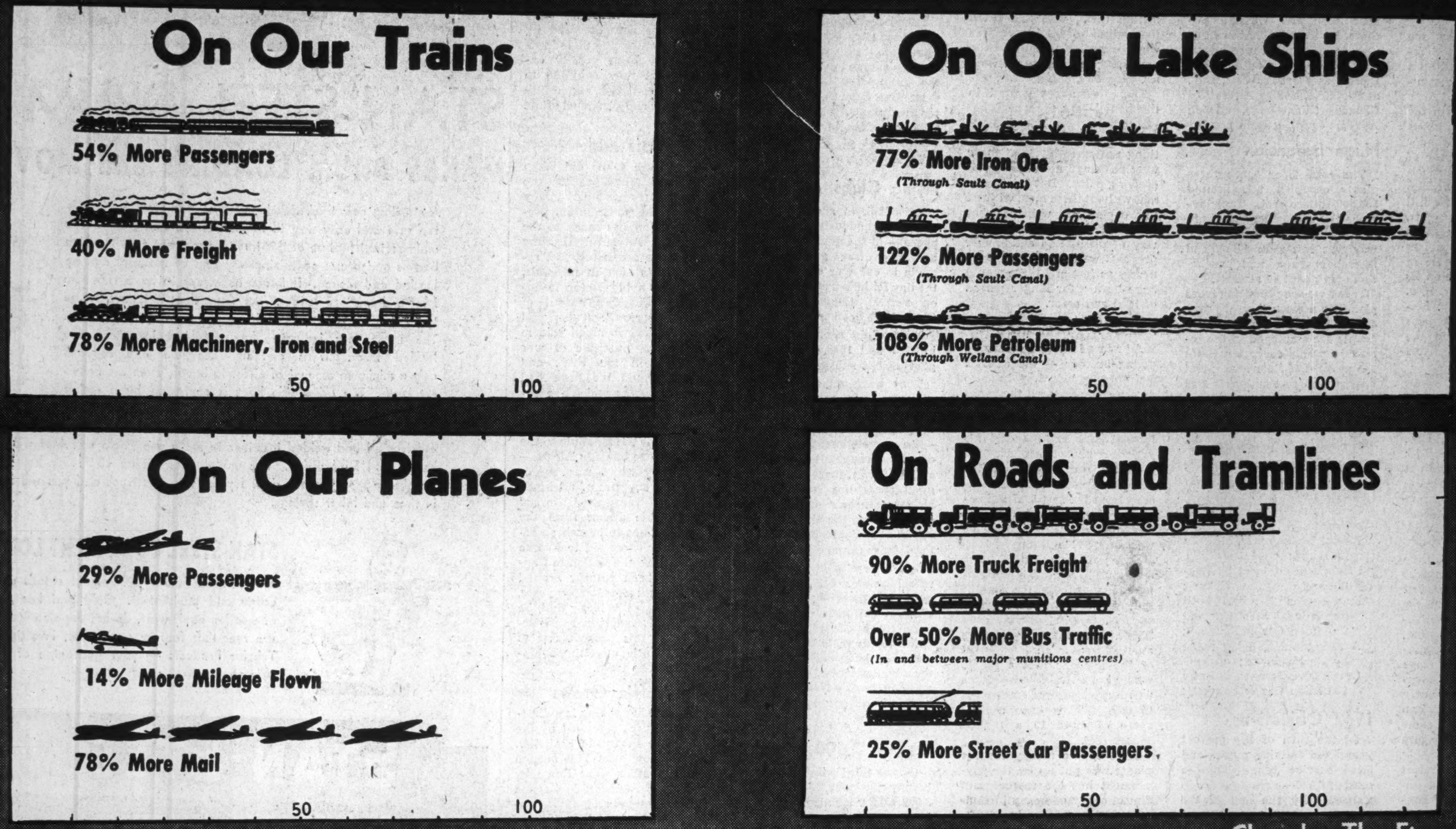
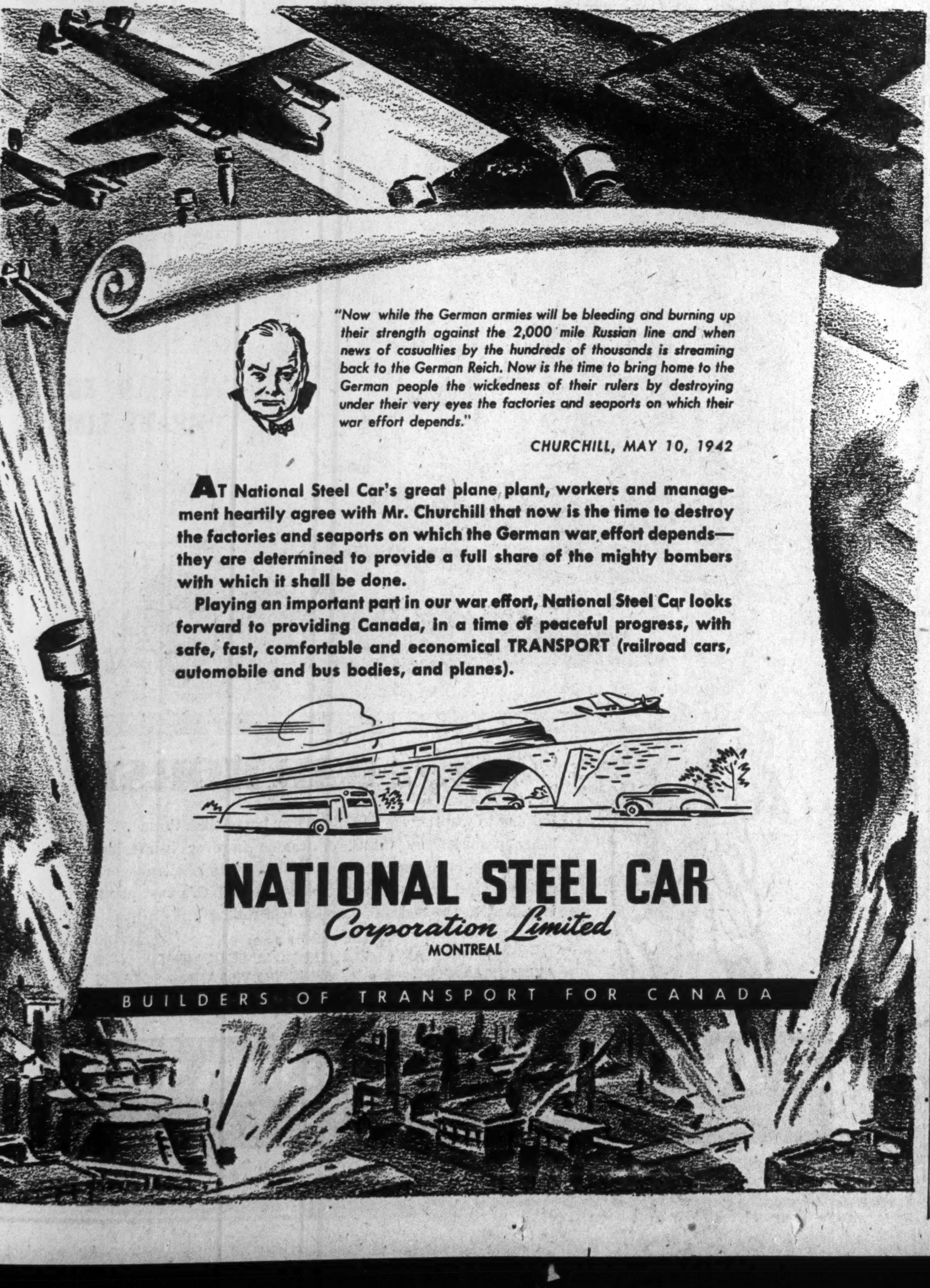


Chart by The Financial Post



"Now while the German armies will be bleeding and burning up their strength against the 2,000 mile Russian line and when news of casualties by the hundreds of thousands is streaming back to the German Reich. Now is the time to bring home to the German people the wickedness of their rulers by destroying under their very eyes the factories and seaports on which their war effort depends."

CHURCHILL, MAY 10, 1942

AT National Steel Car's great plane plant, workers and management heartily agree with Mr. Churchill that now is the time to destroy the factories and seaports on which the German war effort depends—they are determined to provide a full share of the mighty bombers with which it shall be done.

Playing an important part in our war effort, National Steel Car looks forward to providing Canada, in a time of peaceful progress, with safe, fast, comfortable and economical TRANSPORT (railroad cars, automobile and bus bodies, and planes).

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WESTINGHOUSE MOTORS
MEET
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Another Example of Westinghouse Leadership

Today moving more people is the transit industry's biggest job. War work, civilian restrictions, everyday needs are all throwing a tremendous burden on equipment. Lucky are those properties* operating swift streamlined P.C.C. Cars, such as the one illustrated here. Born in depression days, this modern streetcar first helped to rehabilitate a dwindling industry and now performs with great distinction a vital war job.

Westinghouse played a large part in developing the high speed motor and control equipment used in these cars and also designed a special system of dynamic, air and magnetic track brakes.

*Toronto Transportation Commission now have a large number of P.C.C. Cars on order; the electrical and air brake equipment is being manufactured in Canada by Canadian Westinghouse Company Limited.

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652

Plane Plants—Bad News For Hitler

Aircraft Industry Building More Machines in Week Than in Pre-war Year

Canada's aircraft industry has come into its own after a long struggle.

The men who stuck with it through the years — who, against heavy odds, retained their faith in the future of aviation — today see their dreams coming true.

More important, they see their experience, and the facilities they created, making a vital contribution to this country's war effort.

The aircraft industry in the Dominion dates back to about 1907, when Dr. Alexander Graham Bell, the inventor of the telephone, started construction of a plane in a wooden workshop on the side of a hill at Baddeck, N.S. This craft, which looked like the product of a collision between a box kite and a windmill, was flown three-quarters of a mile on its initial flight in February, 1909. At the controls was John McCurdy, now assistant director of aircraft production in the Department of Munitions and Supply.

Output Last War

In the last war Canada had two airplane companies, Curtiss Airplane & Motors, Ltd., and Canadian Aeroplanes Ltd. Between them they turned out close to 3,000 planes of the "stick and string" variety in which such great ones as Bishop, Barker and Collishaw flew to immortal fame.

But after the Armistice they ceased operations. Airplanes were all right for heroes, but John Public then — and for some time thereafter — preferred to stay on the ground, and refused to underwrite aviation. At this particular stage of history pilots were barnstorming around the country giving exhibitions. The layman regarded flying in the same light as going over Niagara Falls in a barrel.

However, the use of aircraft as a combat weapon had impressed itself on military strategists. In 1923 the R.C.A.F. called for tenders for the construction, in Canada, of eight single-engined flying boats. Canadian Vickers, Ltd. got the order, and the aircraft industry came to life again.

When the present war broke out Canada had seven firms building aircraft.

Vickers, at Montreal, was launching Stranraer flying boats at the rate of two or three a year. Fairchild Aircraft, Ltd., had a little plant on a field on the outskirts of Montreal, where 11 machines had been built in the 12 months prior to September, 1939. Noorduyn Aviation had a rented plant near Montreal. Outside Toronto, De Havilland Aircraft of Canada had a plant turning out nine machines a month. Then there was Fleet Aircraft, Ltd., at Fort Erie, Boeing Aircraft of Canada, at Vancouver, and Cub Aircraft Corp., at Hamilton.

Huge Expansion

The total floor space these plants occupied was around 500,000 square feet. Their average number of employees in the four years preceding the war was less than 1,000, and their average annual production only about 40 aircraft.

Today we are producing more planes in a week than we produced in a pre-war year; 45,000 people are employed in the industry; plants cover ten times the amount of floor space; and the rate of production is still gaining momentum.

Canada is concentrating now on eight types of planes. These are—

Harvard, built by Noorduyn;
Fairchild Freshman, built by Fleet;
Canadian Anson, built by Federal Aircraft;
Bristol Bolingbroke, built by Fairchild;
PBY Catalina, built by Boeing and Canadian Vickers;
Four-engine Bomber, built by National Steel Car and Canadian Car & Foundry;
A secret plane, being made by De Havilland;
Curtis Dive-Bomber, built by Canadian Car & Foundry;

1942 Objectives

At the turn of the present year 5,046 training planes and 3,144 service type planes—a total of 8,190—were on order in Canada. By the end of the year the industry hopes to have 10,000 planes in the air.

The trend is toward heavier planes — advanced trainers, fighters, bombers—rather than elementary trainers.

That so much has been accomplished in so short a time is a tribute to those who pioneered the industry in Canada—those who had worked along, year after year, generally under great handicaps.

When the emergency came—when aircraft were needed, and desperately—there was a nucleus to build on. There were trained craftsmen to train other workers; there were executives with long experience behind them, who had fitted themselves to fill bigger jobs when aircraft manufacturing expanded; there were mechanics, designers, engineers.

The government poured in the money—and the wheels began to hum.

This is not to say that everything ran smoothly, that there were no delays, no set-backs, no growing pains. But it is to say that without these men, without this experience, without what we had before the war in the way of plants and equipment, progress would not have been nearly so fast and there would have been a far longer period of trial and error.

Plane Maintenance

Aircraft manufacturing's young brother — the aircraft maintenance industry—has also grown up and joined the ranks of big business.

In 1941 it handled $25 millions of work, and the total this year is expected to reach $100 millions. An idea of what $100 millions represents can be gathered from the fact that the annual pre-war output of the Canadian automobile industry was about $116 millions.

Last year around 6,000 were employed in aircraft repair and maintenance. By the end of the present year, according to experts, it will have at least 20,000. The most recent figures available show an investment of $14 millions in the plants where the work is done—plants which are scattered from coast to coast. They have a floor space of close to a million square feet.

Most of the money for the plants was put up by the government but the resources of almost every company in Canada with experience in operating aircraft have been utilized.

Last year some 5,000 planes were in use in Canada for training and coastal defense. At the end of 1942 this number will have doubled. All these planes must be overhauled and repaired at regular intervals, if they are to be safe to fly.

A plane must be overhauled after every 400 to 700 hours of flying, and this must be a complete job. The engine has to be dismantled and checked. All parts of the frame must be tested.

In addition, there is the work of rebuilding aircraft which has been badly damaged in crashes.

The aircraft maintenance and repair industry bears the same relation to the aircraft industry that the garage business does to the automotive industry. At present we have about 40 maintenance plants, so placed that they are close to the centres where most of the flying is done.

Flying Clubs

Let's look at another phase — a tremendously important phase — of the multiple contribution prewar aviation has made to our war effort. Since the day Hitler's troops marched on Poland, Canadian Flying Clubs have been in uniform.

These clubs came into being in 1927 and 1928, fostered by government subsidies.

They were not clubs in the ordinary social sense, but flying schools for civilian pilots. They had a threefold objective —the development of aerodromes throughout Canada at a time when there were few in existence; the creation of an air-consciousness among Canadians, and the training of pilots who would be available for defense in the event of war.

There were 22 of these clubs when the war broke out, and most of them had exerted enough influence to obtain municipal airports in their own cities. As to their second purpose, you have only to look at the development of commercial aviation in the last decade to realize how thoroughly it was achieved.

Trained 3,000 Pilots

On the third point, the clubs, before the war, had trained 3,000 pilots. Hundreds of these lads afterwards crossed the Atlantic, some paying their way, some working their way on cattle boats, to join the R.A.F. and to be among those of whom Churchill said — "Never have so many owed so much to so few." Others joined the R.C.A.F. Others went into commercial and auxiliary service flying.

When the British Commonwealth Air Training Plan came into being, club students who had gone into the R.C.A.F. or who had followed commercial flying, formed a large proportion of the early instructors. The commercial pilots, with hundreds of hours of flying experience under all conditions, enlisted in large numbers. Most of them became instructors.

Instructors Ready

Other Flying Club "grads" who had not continued in aviation, were equally prompt in rallying to the colors, many became instructors. This was the important thing, at the outset of the plan—the job they had to do, although most would rather have gone overseas right at the start, as combat pilots.

Eventually, when their own students and their students' students had been "plowed back" into the plan, and the personnel had been built up to train a steady and huge flow of air crew, a great number of them achieved this ambition. The record of their accomplishments needs no elaboration.

As for the clubs themselves, they went on a wartime footing in 1939, as schools for the elementary flying training of provisional pilot officers. These schools are now operated by civil companies, and their functions have been greatly enlarged, but they continue to benefit from the experience and the trained personnel of the clubs.

Bush Pilots Aid

What bush pilots did when they blazed airplanes into the north country has a part in any story of the contribution prewar aviation has made to the war effort. Adventurous young men, made accessible vast remote tracts rich in minerals, and were a big factor in increasing Canada's output of metals. But for them we would not have had so much gold to finance the purchase of war materials in the U.S., and neither would we have had other resources which are going into war production.

In a sense, they also paved the way for the air route to the vital defense bases in Alaska—a route by which men, munitions and supplies of all kinds have been transported, to ward off possible attack from the Japs, perhaps to launch an offensive or carry aid to Russia.

Commercial aviation in Canada has been gaining ground steadily these last few years, even though it is likely that the war has slowed, rather than accelerated this process, due to the difficulties of getting equipment and so forth.

Air Traffic Grows

What is happening is indicated by figures compiled by the Dominion Bureau of Statistics. These show that 11.8 million revenue miles were flown by commercial aircraft in Canada in 1941—a gain of 15% compared with 1940. The number of revenue passengers increased from 137,690 in 1940 to 193,097 in 1941, or 40%, while revenue freight showed a 14% increase, from 12.8 million pounds to 14.8 million pounds, and air mail increased 23% from 2.7 million pounds to 3.3 million.

With airlines spanning the continent, huge factories turning out planes that will darken the sky over Axis countries, tens of thousands of pilots being trained under the British Commonwealth Air Plan, and bombers ferrying across the Atlantic in a constant stream, Canadian aviation has indeed come into its own.

10,500 Rail Men Join the Colors

Canadian railwaymen were quick to respond to the call to arms. Over 10,500 have enlisted according to the most recent compilation: 5,541 from the Canadian National and 4,967 from the Canadian Pacific.

What these enlistments for active service mean to Canada's armed forces is well illustrated by a breakdown of C.N.R. enlistments.

C.N.R. employees who have joined the navy are sufficient to man five destroyers;

Those who have enlisted in the army would form four infantry battalions;

Air force enlistments would establish 10 squadrons.

In addition Canadian Pacific Steamship employees in Admiralty Service number 5,557. Of this number, 4,484 are on chartered ships; 1,010 on armed cruisers and 63 on shore duty. To these returns should be added the 800 officers and men of the Canadian National Steamships who are serving on chartered ships.

No. 115-
Drum Truck

STAN-STEEL DRUM TRUCK
MAKES DRUM LOADING and MOVING EASIER

A startling new truck developed by "Stan-Steel"! Here is the safe and easy way to handle barrels and drums. The all-important feature of this truck is the great ease in which barrels and drums containing any kind of material can be loaded and moved. It is not necessary to have two men handle drums any longer. The drum does not have to be tilted back to allow the nose plate to get under it. The illustrations indicate the perfect balance of the loaded truck. It is correctly designed and requires only a minimum amount of effort to handle even the heaviest loads. The adjustable hook is controlled by a spring plunger and is easily adjusted for your different heights of drums. The main shaft is heavy 13 gauge steel tubing. All other parts are strongly constructed and welded together to make one single unit that will take all kinds of knocks and hard usage. This model operates on 10" roller bearing wheels. Your warehouse men will be "tickled pink" with this truck and you will reap big benefits in time and labor savings.

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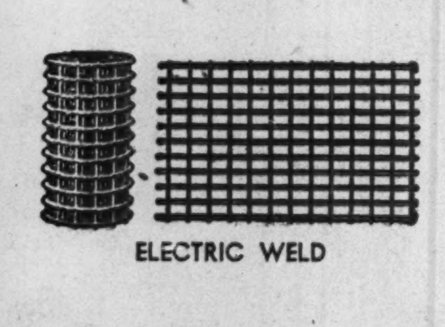

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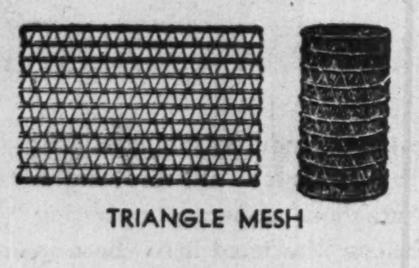

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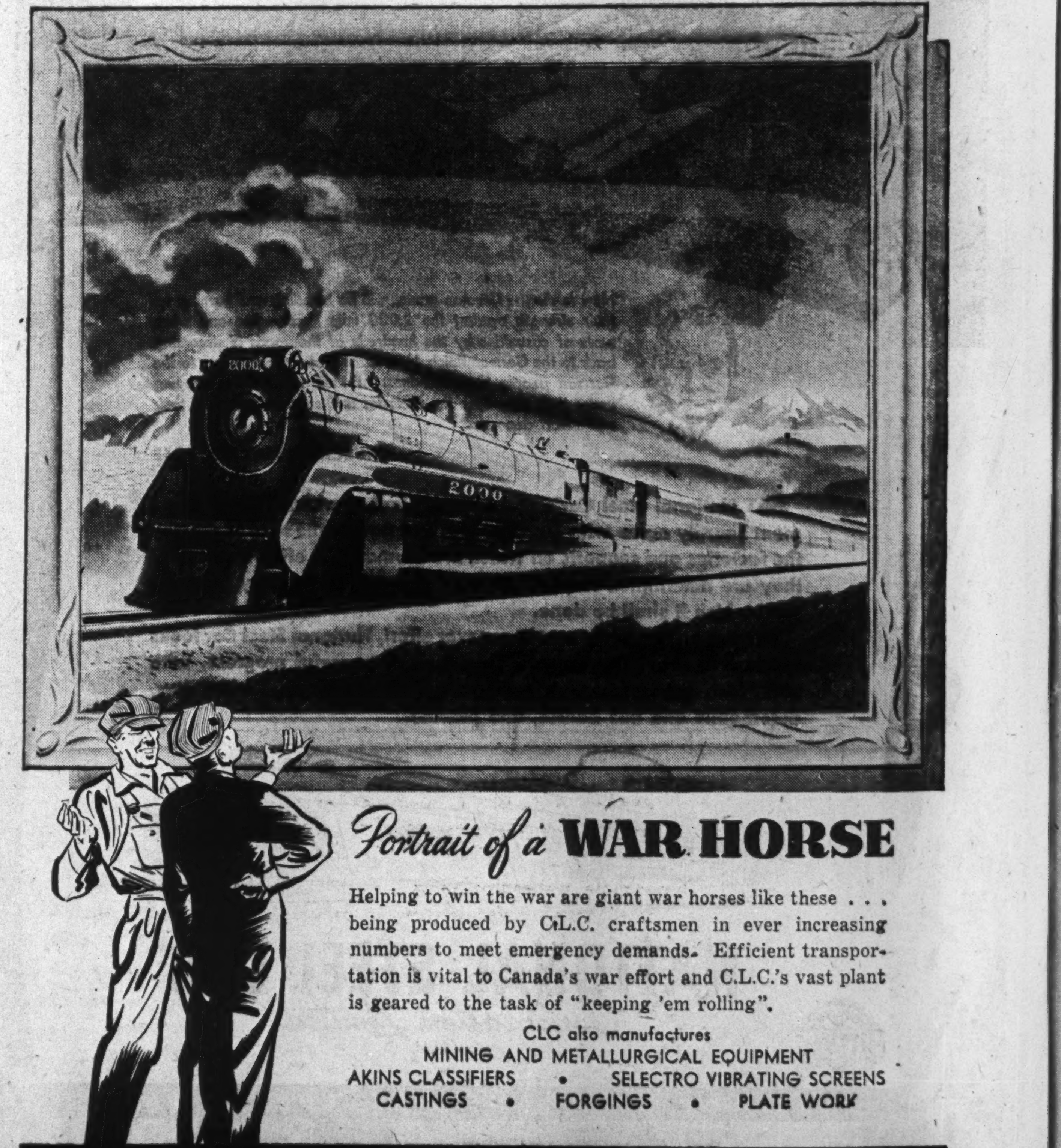

Portrait of a WAR HORSE

Helping to win the war are giant war horses like these . . . being produced by C.L.C. craftsmen in ever increasing numbers to meet emergency demands. Efficient transportation is vital to Canada's war effort and C.L.C.'s vast plant is geared to the task of "keeping 'em rolling".

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Keep 'em Rolling — That's the Canadian Ordnance Job

A Vast New Army of Experts is Being Trained for War — and Ultimately for Peace

Maintenance is the job of the Ordnance Corps. The men of this corps keep the equipment, arms and vehicles in running order. They use travelling workshops, ready at instant notice to go into action in the front lines. Here an ordnance corps travelling workshop crew is making emergency repairs to army rifles.

When Canada's soldiers switched from shank's mare to motor bus, and her gunners traded a bridle for a steering wheel, Ordnance Corps suddenly leaped from semi-oblivion, became kingpin of the new warfare.

To be efficient and effective, trucks and tractors must be in first-class condition. Anti-aircraft guns and the instruments that control them must be in A-1 shape. Tanks and other fighting vehicles must be ready to do the job.

Machine war has brought remarkable changes, few of them so remarkable as in the size and importance of the job of maintaining the Army.

Maintenance Work

This is the job of the Ordnance Corps. Its emphasis is on maintenance and repair. Its job is to keep the army in the field and able to function; to make sure that its trucks, its tanks, its artillery, can do the job for which it is intended. The Ordnance Corps repairs the shoes of the men; it has a tailoring shop to take care of their clothing.

Today the Ordnance Corps is said to be the "fastest growing unit in the Canadian Army." Ordnance men are not slow to point out that this very fact is something which prospective recruits should not overlook if they are hoping for promotion.

The Ordnance Corps, claim its present officers, is the oldest unit in the British Army. From time to time branches have split off from it. The artillery, the engineers and other specialized units were originally part of the Ordnance Corps.

Overcome Late Start

Moreover, its officers are not slow to admit that it is a job in which they have been in the past outclassed by the enemy. They ascribe defeats in Africa, for example, to better organized and faster jobs done by the German Ordnance Corps. This, they promise us, is being changed and being changed rapidly.

It is primarily a training job. It needs tradesmen and if it can't find them ready made, it trains its own. But this training starts back in the very early days of a recruit's army life.

Proper selection of men for the jobs to which they are best fitted is being emphasized increasingly by the Canadian army. New selection boards use psychologists and tests for aptitude. These follow the career of the man from the time he enters a basic training centre until the day he leaves the Army.

Soon a measure of how much better they are will be known, but already hints are given of increasing success. The personnel officer at Barriefield claims that less than 3% of the men who are sent to specific classified jobs ever have to come back for reclassification.

The Ordnance Corps trains men to the jobs of plumbers, automobile mechanics, motorcycle riders, instrument repair men, Diesel and airplane engine mechanics, carpenters, tailors, blacksmiths that many others do in civilian life. It has special branches such as the artificers who keep the guns, rifles and pistols of the Army operating. It uses electricians and trains its own. It needs men who can look after the binoculars, the gun predictors and fire control apparatus so important for anti-aircraft defense. It must be able to repair compasses and many other highly technical instruments.

Seeks Technicians

The Ordnance Corps wants the men who, in civilian life, have had some kind of technical training or experience. It can use machinists and mechanics of all kinds. It needs blacksmiths, and men with the patience and skill with their hands to repair delicate instruments, a job closely comparable to that of a watchmaker in ordinary life.

To get these men the job of testing and selection goes on from the day they enter the Army.

Just the other day a young lad came to the Barriefield depot to join the army. He wanted to be a truck driver. Questioned, it was found out that he was a farm boy, had never driven a truck, was 18 years of age and apparently mentally alert. His qualifications impressed the personnel officer in charge who decided that he was good raw material for a motorcycle despatch rider. Within 24 hours he had joined the army and was on his way to a basic training centre for his two months of preliminary military training, without which no one goes on to more advanced work.

Farm Boys For Drivers

The Ordnance Corps finds that farm boys make excellent drivers and driver mechanics. It finds that men who have had experience in average size garages are better than men in a large garage for the mechanical trades. A man in a large unit may have had to specialize on the job and may not have had the wide range of experience and training needed. The army wants specialists but it also wants specialists who have a wide general background and can, in emergency, do many jobs well.

The Ordnance training centre is fitted with machine shops, plumbing and sheet metal shops, mechanical transport repair shops, tailoring shops, electrical and instrument shops. It uses its specialized trade schools at Hamilton and has not been slow to take advantage of technical schools throughout Canada.

Officers point out that in its machine shop work, 80% of the work done is for actual production use. This is turned out at the cost of the material and is perhaps equivalent to double what the same amount of material would be worth if it was turned into army spare parts in civilian factories where wages are higher and overhead costs substantial. At the ordnance depot, material cost is the major item; the rest goes as part of the cost of training necessary in any case. A visitor to the Ordnance Corps training centre at Barriefield finds men working on repair parts for artillery, for trucks and tanks and even doing small jobs for the Air Force. It is all part of the training but it is also producing useful items.

One important result of all this is not going to be seen until after the war. Through this training, thousands of Canadians are learning trades which they would never have had an opportunity to learn in civilian life. We will have thousands of good mechanics and machinists, good plumbers and electricians which we would not have had the opportunity to get otherwise. This war has demonstrated a weakness in our training for young men. We turned out too few experts and too many laborers.

In the Ordnance Corps it takes an average of about seven months for the specialized trade training. In addition, Ordnance Corps men have to learn how to defend themselves and their equipment. They have to be fighters as well as fixers.

In charge of this job of training men for the RCOC Canada has placed Lt.-Col. E. Stuart Johnstone. He joined the British Imperial Army in the last war as a despatch rider, moved to the engineering corps and interrupted a course of training at a British university in mining to join the army. His experience since then has taken him for 11 or 12 years to China, where he represented British machinery firms. A period in Canada on the same job followed and then a number of years as representative of important British capital in this country.

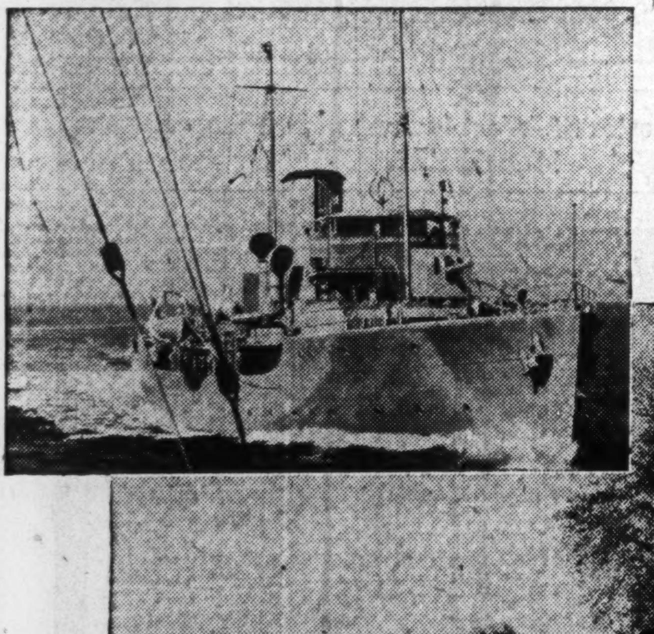
As his chief assistant he has Major McKibben, a 31-year-old graduate of R.M.C. and Queen's University in an engineering course.

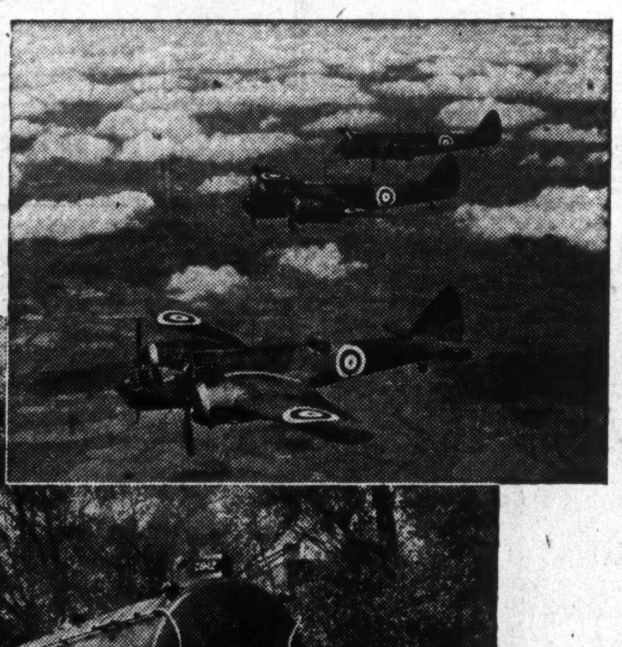
A recent week's draft to the Barriefield training centre included a Czech who had escaped from his country after the German conquest; a Chinese graduate of the University of Washington; a Dane who escaped from his country to carry on the fight against the aggressor. It included a former Austrian army officer and a Russian who fought the Germans in the last war as well as a last-war member of the former German Imperial Army. It includes lathe operators, shop foremen and draftsmen.

These men are classified into the 30 major trades which the Ordnance Corps recognizes or, including sub-divisions, into the 46 total trade classifications.

The Ordnance Corps is a perfect example of an industrial job being done for the army. It started under the handicap of lack of recognition. A despatch rider in the last war tells how messages for the Ordnance Corps were placed at the bottom of his list, or perhaps even thrown away without delivery. That is how important the Ordnance Corps was regarded as recently as 20 or 30 years ago, but is far from the case today. The reason is the decision to mount Canada's Army on wheels or tracks; to make it fight a mechanized war with its thousands of technical items of equipment and their consequent maintenance difficulties.

Here are two Canadians — at least one of them from the Seaforth regiment — in heavy training in Britain. They are crew of a two-inch mortar; have all the machinery right with them.





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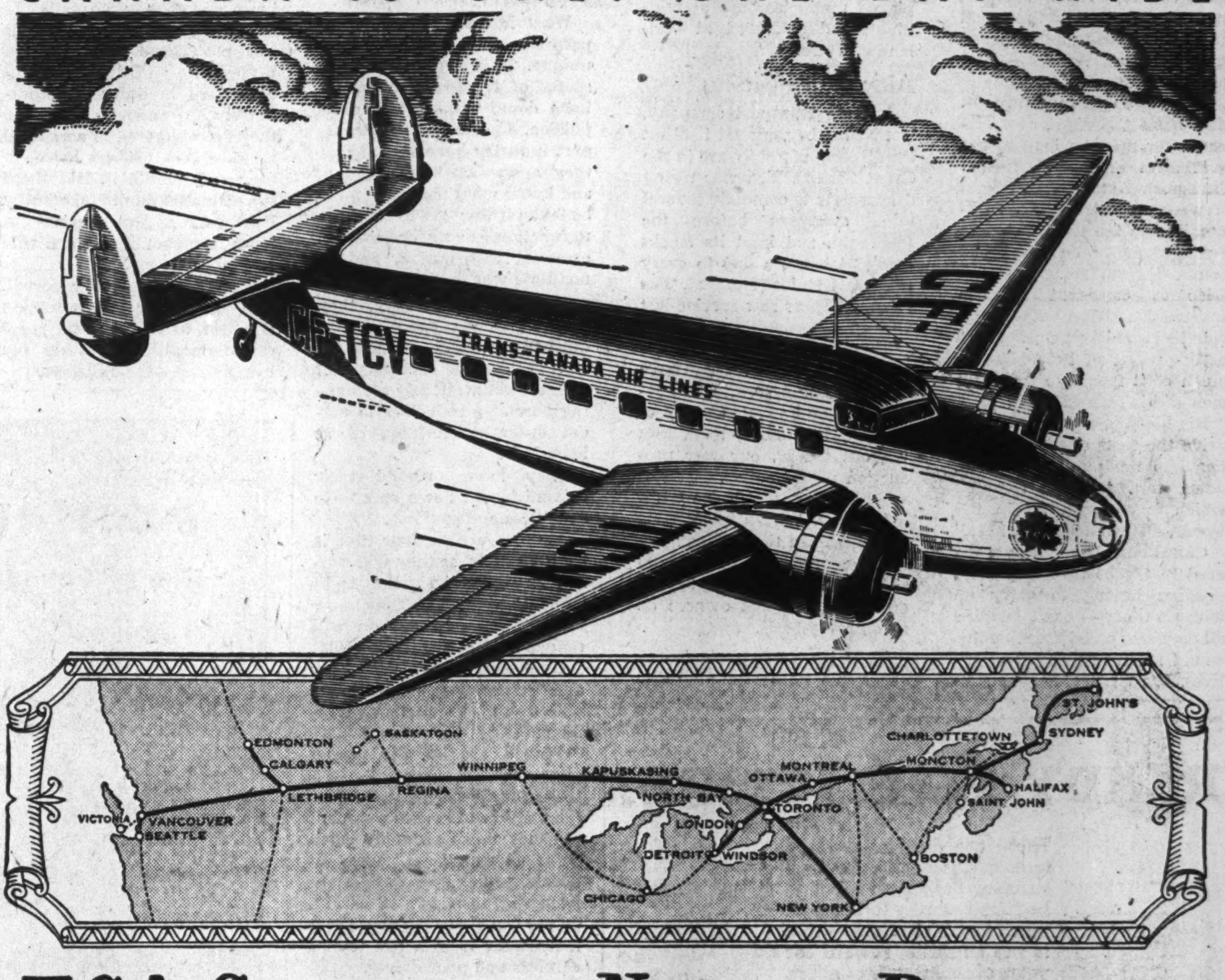

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Shuttling swiftly back and forth over the skyways, T.C.A. makes, and gives to commerce and production, that one element of which no business can get enough — Time itself. This record of wartime service promises much to the Canada of the future.

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Motor Transport Industry Girds to Fight Shortages

Services Pooled, Duplicate Routes Eliminated, to Make Year's Tire Supply Last 2½ Years

Canada's food travels on rubber tires.

Through the still hours of the night tough-muscled, sharp-eyed men pilot thousands of trucks over the highway. These trucks carry a large proportion of the milk, eggs, meat, butter, cheese, vegetables and fruit which the nation eats.

What if they stopped running?

That possibility is worrying many. In particular, it is worrying W. H. Male, deputy administrator of services in the Wartime Prices and Trade Board, and himself long associated with motor transport.

He knows that it can and will happen—unless a super effort is made to save tires.

Average Tire Life

Before the Japs took the Malay States, 50,000 miles was considered the life of a truck tire. Since a heavy transport on a fairly long haul averages 100,000 miles a year, it would ordinarily be re-shod every six months.

Thus, if operations were continued on the same basis as in the past, the tires on such trucks would be gone within half a year—probably in a good deal less than that, since they already have wear on them. It would then be necessary to dig into reserve rubber stocks, said to be sufficient to tide essential vehicles over another eight months, at the pre-shortage ratio of consumption.

The government, of course, is speeding the production of synthetic rubber. But none of this is likely to be available for any type of civilian vehicle—no matter how essential — for 2½ years. We will be producing synthetic rubber before then, but only enough to meet military requirements.

Must Stretch Supplies

What all this adds up to is that if trucks are going to be kept rolling, a supply of rubber that would last the transport industry about a year in normal times will have to be stretched until it lasts 2½ years — and perhaps longer.

That's the task to which Mr. Male has set himself, as a dollar-a-year man on loan to the W.P.T.B. from Direct-Winters Transport. Assistant to James Stewart, administrator of services, he has the truck problem resting heavily on his broad youthful shoulders.

He is confident he can achieve his objectives — provided everybody helps. He is getting a lot of help already, much of it from the transport men of his own industry.

His big job, right now, is to drive the facts of the situation home to the public—to break down that familiar complex which is summed up in the words—"It can't happen here."

Canadians have grown so used to trucks that they can't imagine having to carry on without them — can't imagine all the chaos and disruption this would mean to their everyday lives. It's easier for them, almost, to imagine bombs falling on their homes, than it is to picture a Canada in which no transports roll through the night along the highways, and no delivery trucks serve the householders.

It was mentioned at the start of this piece that trucks carry a large proportion of Canada's food. In Ontario, for example, the Automotive Transport Association estimates that 84% of all hogs and 90% of all fresh fruits and vegetables are trucked to market, as well as "practically every drop of milk coming into metropolitan centres." Throughout rural Canada, trucks gather produce not only for our own needs, but to feed hungry Britain, and to feed Canada's troops overseas.

Food is only part of the story.

They have a place of paramount importance on our production front in this war. One plant, for instance, loads shells still hot from processing onto trucks which carry them to the finishing plant. In a sense, the trucks are part of the assembly line in this case, which has hundreds of parallels.

Then there is the fact that the flexibility of motor transport makes it invaluable in an emergency. William R. Campbell, manager of the Canadian Automotive Transport Association, gives instances of this.

Heavy equipment was needed to repair a power breakdown at a town with several war industries. A transport loaded this, carried it 112 miles, and repairs were completed within six hours of the breakdown. Another truck carried a vital piece of war equipment to an American city for repairs — and waited while repairs were made, in order to bring it back to Canada without a minute's delay.

There was a breakdown in a plant at Welland, and repair parts were needed from Toronto if the weekend shifts were to go on. The parts were picked up in Toronto at midnight, and delivered at Welland at 4 a.m.

Aids Shipbuilding

Another transport company, last November, placed itself at the disposal of a shipyard in the Great Lakes which was trying desperately to complete several mine sweepers before the freeze-up, and kept its trucks going 24 hours a day to carry materials and equipment. The mine sweepers saw service last winter.

There are many more examples of how trucks have avoided long delays in war industries, and speeded up production. It follows, then, that without trucks, our war production would suffer.

Without tires, you are without trucks. What's being done to stretch the tire rubber?

The programme, so far, consists chiefly of enlisting the co-operation of truck owners on a voluntary basis.

They have been asked—

1—To eliminate duplicate operations, by pooling services.

2—To reduce the number of deliveries and cut out all special deliveries.

3—To eliminate "empty mileage" to the greatest possible extent.

4—To relinquish territory which can be served more economically, so far as tires and gasoline are concerned, by other operators.

There is no estimate of the mileage which is being saved through this campaign but some of the statistics provided by individual companies are impressive.

Smith Transport, Ltd., of Toronto, one of the largest transport operators, claims a saving of several million tire miles a year through pooling, elimination of routes, and so forth.

John Winters, acting as general manager of Direct-Winters while Mr. Male is on loan to the W.P.T.B. outlined to The Financial Post what this company has accomplished.

Direct-Winters operates from Detroit to Gananoque, taking in Windsor, Chatham, London, Toronto, Oshawa, Belleville and Kingston. It also has a main route from Buffalo to points east and west of Toronto. It does a fairly large international business.

By a pooling arrangement with other operators, Direct-Winters took four trucks off the eastern run, with an estimated saving of two million tire miles a year. At the same time, this company on its western run is picking up freight of the operators with whom service is pooled, and they, in turn, save another two million tire miles.

"At all our branches," Mr. Winters said, "we have entered into pooling arrangements which enable us to tie up equipment."

Transport Men Know

What Mr. Male's own company has done is in no respect unique. It is typical of what scores of transport companies have done, without any compulsion. Leaders of the transport industry have shown that they appreciate the situation, and know what measures must be taken if they are to continue to function as a major factor in essential distribution, and to facilitate war production.

All over the country, they have formed pools, relinquished territory, eliminated runs not deemed necessary. All over the country, they are aiming now at a reduction in actual operating mileage of at least 25%.

They have ordered their drivers to cut down speed—to save tires and gasoline.

Air pressure in their tires is checked daily, so they will constantly have just the right amount of inflation. They know that 30% under-inflation will reduce the life of a tire by 50%.

Over-loading is carefully avoided because of the strain it places on tires and other equipment.

Wheels are kept in proper alignment.

It's considered reckless, now, for a driver to skid to a stop, or to shoot ahead suddenly when he is starting. That wears out tires. It sounds incredible, but transport men say a careful driver can get as much as 600% more wear from a tire than a careless and poor driver.

269,000 Trucks

Thus far, this has mostly dealt with "for-hire" transports, which constitute a relatively small proportion of Canada's 269,000 commercial trucks, but a proportion which represents an investment of $500 million in equipment, warehouses and so forth, and has 400,000 employees, according to statistics compiled by the Automotive Transport Association.

Mr. Male's field extends to private transport fleets, owned by industries, and to delivery fleets of large retailers. It extends even down to single trucks owned by small stores and independent truckers.

Concerns with fleets of trucks didn't need to be told, in most instances, about the steps they should take. Even before the assistant administrator of services got busy, many of them had eliminated the use of trucks for hauling traffic which could be shipped by rail.

A lot made arrangements whereby they pooled their truck services with those of other companies. Rival department stores, grocery stores, and so on, got together and agreed to pool deliveries, so several trucks would not have to cover the same neighborhood. This carried even into the newspaper business, where competition is especially keen. The Toronto Star and The Toronto Telegram, the former Liberal and the latter Conservative, and both in the afternoon field, made an arrangement of this kind which saves millions of tire miles in a year.

It is estimated that wages in the industry are 25% higher. Gasoline prices vary according to area, but what has happened in Toronto is typical. In September, 1939, the standard "consumer of quantity" price in Toronto was 20½ cents a gallon.

A federal tax subsequently added three cents to this; the quantity discount of 2½ cents per gallon was eliminated, and on top of the loss of discount there was a price advance of 3-1/3 cents — for a grade of gasoline regarded by truckers as inferior. They say they get less mileage from this wartime gasoline, and more engine trouble, and that the nine-cent-a-gallon overall increase in price, coupled with the deterioration of quality, means a 50% increase in the cost of their gas.

In addition, they receive tire guarantees which are far less favorable than before, and they have lost the discount they formerly got on parts — discounts which ran as high as 50% in some cases.

By cutting out duplication, and because they are handling a far larger volume of freight, they have been able in some measure to offset higher operating costs.

At present, particularly since they are trying to keep 25% of their operating equipment in reserve for future needs, some transport companies find it hard to cope with all the freight offering. War materials and perishable foodstuffs get preference, and other freights are taken in order of importance. As common carriers, they are obligated to accept all the business offered them, if they can handle it. But there is a disinclination to take bulky light cargoes and squeeze out more compact and profitable traffic.

The truckers, it is reported, are purposely encouraging shippers to divert some types of commodities to their old competitors—the railways.

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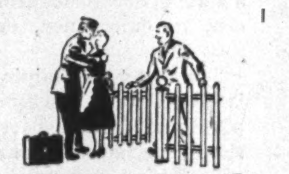

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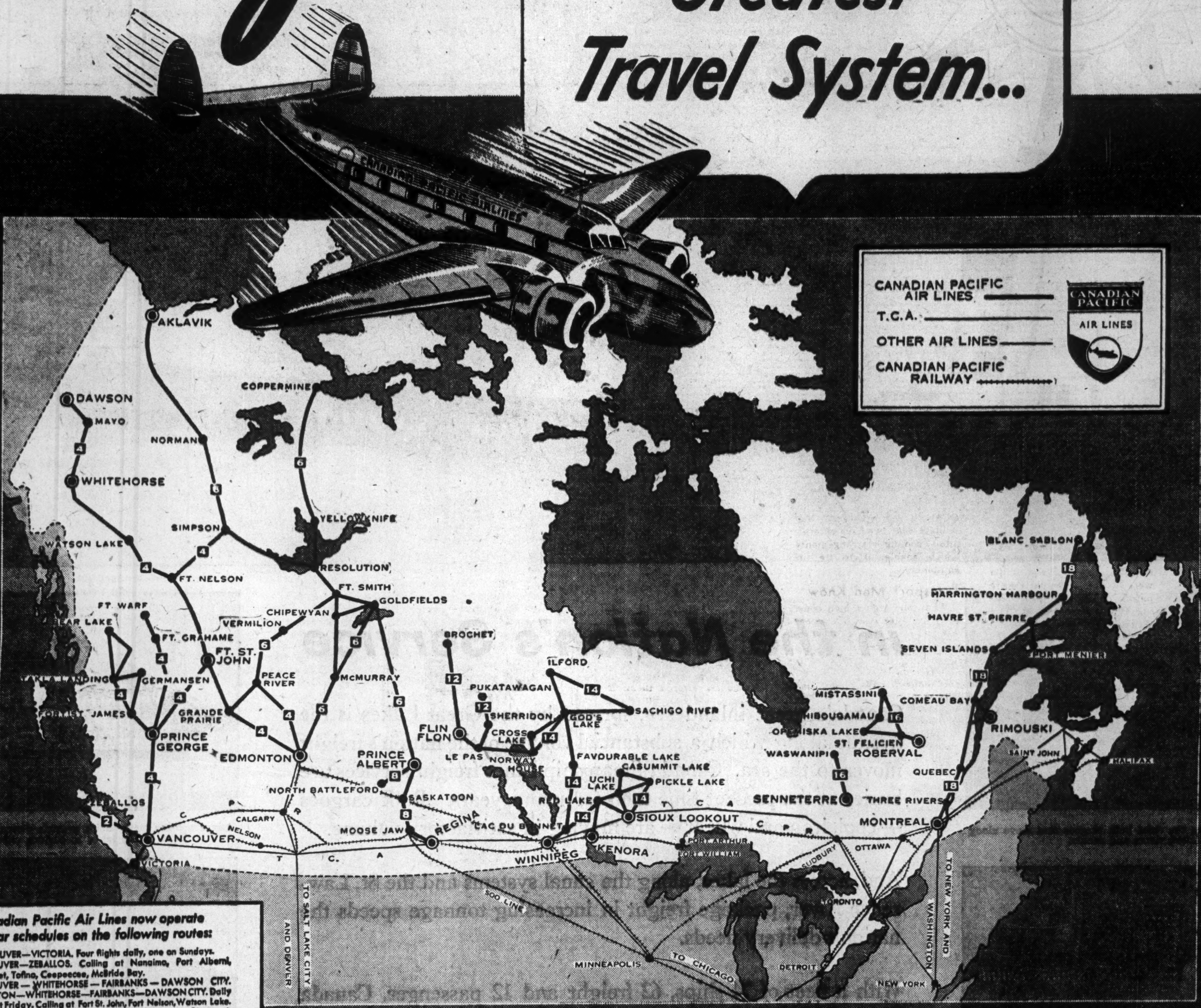
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The Canadian Pacific acquired its first air transport charter in 1919 and (through affiliations and subsidiaries) has been closely associated with the development of air transport in Canada ever since. In 1940 the Canadian Pacific pioneered the Atlantic Ferry Bomber Service to Britain. Today its stake in aviation amounts to close to 100 planes and a flying mileage of more than 5,000,000 plane miles a year. This makes it one of the world's largest commercial air operators. Its routes are linked with Trans-Canada Air Lines and the leading United States air lines.

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EASTWARD to the SEA

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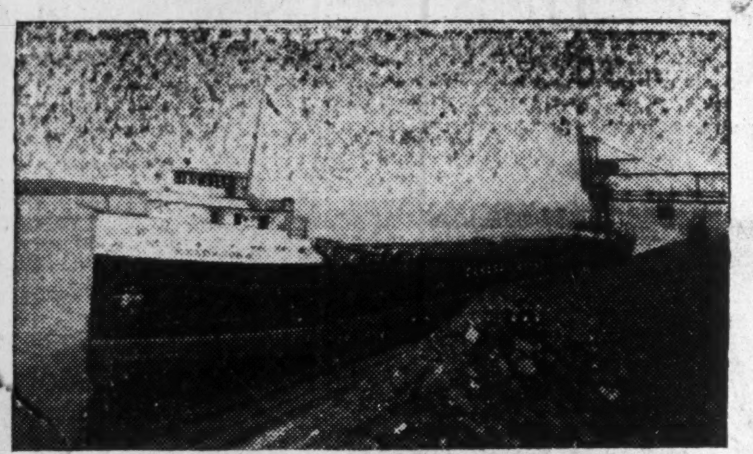
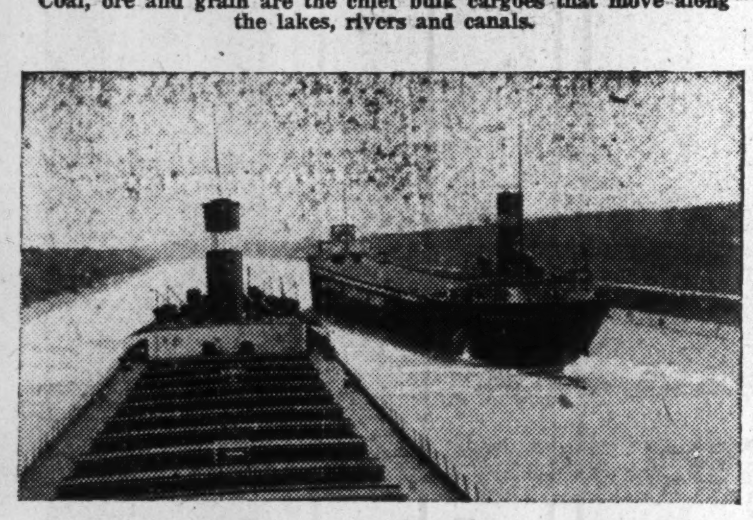


Coal, ore and grain are the chief bulk cargoes that move along the lakes, rivers and canals.



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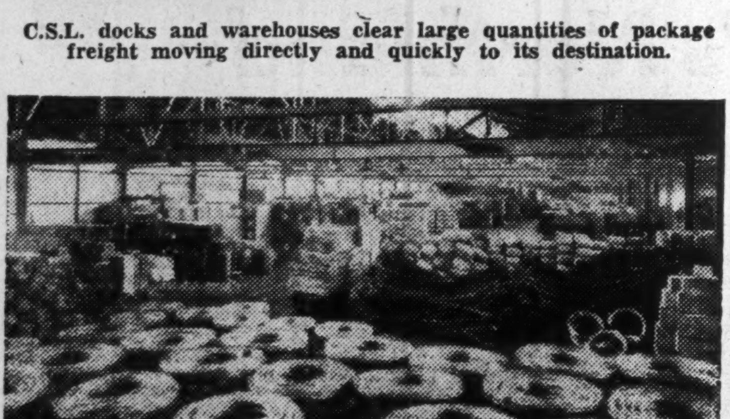

in the Nation's Service

Canada's great inland sea, formed by the Great Lakes is the avenue along which a substantial volume of the nation's freight moves to the sea. Canada Steamship Lines freight services are busier at the present time than for many years. Bulk cargoes — coal, iron and wheat — are moving in satisfactory volume.

And, across the lakes, along the canal systems and the St. Lawrence River, package freight in increasing tonnage speeds the nation's delivery needs.

With a fleet of 74 ships, 62 freight and 12 passenger, Canada Steamship Lines is the largest single factor in Great Lakes Shipping. Operating this system is a personnel whose skill, experience and enthusiasm is keeping this vital transportation service "full speed ahead" for the nation's welfare.

CANADA STEAMSHIP LINES CSL

715 Victoria Square,
Montreal

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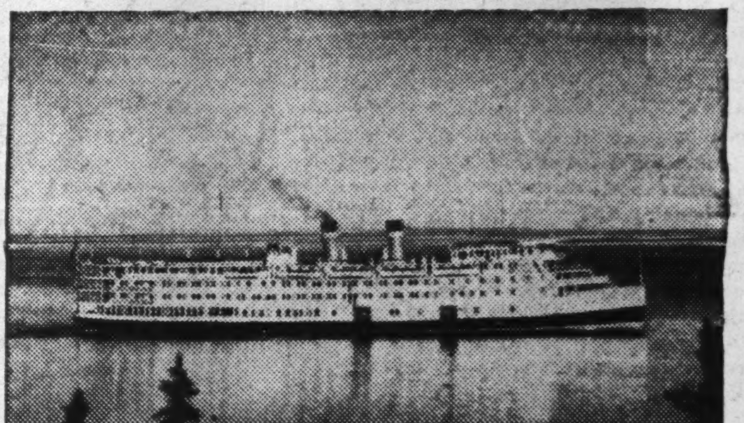


Large modern cruise ships provide pleasant travelling from the head of the lakes to eastern cities and resorts.

At the Manoir Richelieu (above) and the New Hotel Tadoussac (below) two beautiful resort hotels operated by Canada Steamship Lines' wholly owned subsidiaries, you will find rest and recreation to refit you for jobs ahead.

Our Biggest Explosives Industry

Once the bottom of a Laurentian mountain lake, a reclaimed swamp, nine miles square, is now the site of the largest explosives plant established in Canada since the beginning of the war.

Dotted by 450 scattered buildings in which over 5,000 men and women are engaged in filling shells, bombs, and depth charges with explosives, this new development has expanded until it now has its own railroad with 30 miles of tracks, a fleet of 30 trucks, and a taxi service with uniformed driverettes.

In it, too, are provided living quarters, dining halls, and cafeterias, a recreation centre, a post office, a hospital, and a hotel, all of which operate 24 hours a day.

Situated in the heart of a thriving French-Canadian agricultural district, the vast new explosives development has drawn its personnel from villages and farms within a radius of 30 miles. Over 5,000 employees work in the plant on the construction of additional buildings.

The work within the closely guarded production area involves a variety of operations along the filling lines, some of which are a mile long and in many instances are joined to other buildings by corridors. Here, shells of all sizes, 500-pound bombs, and the depth charges used so effectively by Canadian corvettes against enemy submarines, are filled with explosives. On other lines, cordite is cut and bundled.

The most modern production methods are employed in this plant. Remote control is used in two of the important operations where cordite is prepared as a propellent for heavy calibre shells. This quick firing material is weighed accurately and then passed on to a department where it is gathered into bundles of the required size, tied with special twine, and then they are passed on to another section where, by remote control, the cordite is cut to predetermined lengths on a machine once used for paper cutting.

Deft hands bundle the packages of cordite into silk bags, sew them up, place them in containers and stencil them. They are then convoyed on a 500-foot travelling belt to the packing room.

Through the production zones are numerous safety devices including a sprinkler system which is operated by electrical devices so sensitive that water will start flowing on a rise of only three degrees in temperature.

Borrowing from automobile manufacturing, the shell-filling department has replaced the old method of hand painting shells by spray painting.

An endless mono-rail trolley carries long rows of shells from the filling room through the painting booth. Here, a young man, with a quick movement of the wrist, sprays first the bottom of the shell, then with broad up and down strokes, he covers the rest of the surface of the shells as they pass slowly along the rail. The excess spray is drawn by a fan into a perpetual vertical flow of water. This automatic action precludes any risk of lingering paint fumes and makes possible the recovery of pigments in the paint.

Following the spraying operation, and still in motion the shells are stencilled with identification marks, and continue on the trolley to the shipping room.

Similar methods of filling, painting and shipping are used for the big 500-pound bombs, while the depth charges, or "ash cans" as they are called, receive their load direct through overhead filling pipes.

Throughout the plant, employees are dressed in special uniforms, white for men in the shell filling department, and different colored smocks for the girls in the cordite departments, according to shifts. The floors and walls are kept spotlessly clean and the strictest precautions are taken to instill safety awareness among employees and to avoid accidents. It speaks well for these precautions that there has not been a single permanent disability since the plant opened.

About 1,300 employees live in residences on the premises; the others travel to and from their own homes in a large fleet of buses. For the women, there are six well furnished houses of 50 double rooms and a large living room, each sheltering 100 persons, with matrons and nurses in attendance. For the men there are seven similar buildings. Others are being constructed.

Canada's Air Lines Prove Vital Wartime Service

Canadian Pacific Air Services Open New Chapter Of Company's Service Expanding the Nation

A little more than half a century ago, the first train chugged and puffed across the prairies and through the mountains—and the West was opened for settlement. Colonists poured in. Plows turned limitless acreages of fertile land. Canada became the granary of half the world.

Behind this great development was the Canadian Pacific Railway.

Today the C.P.R. is opening the North, as it once opened the West, and building an air empire, as it once built a rail empire. None can predict at this stage the economic potentialities of the vast northern territories over which a web of airlines is being spun. But this much is certain—that it is possible to build aircraft big enough to carry a high payload, and that such aircraft will bring into commercial range the resources of huge areas as yet untapped.

Another thing which is certain is that the future of passenger and mail transport is in the air. The shortest air routes to Europe and Asia lie across the roof of the world. In comparatively few years the terminal points of international travel may stand where only trading posts and Eskimo villeges stood before.

Buys Bush Lines

Whatever happens, the C.P.R. within the last two years has acquired control of all but one Canadian air transport company west of the Maritimes and north of the transcontinental main line service of government-owned T.C.A.

This has been achieved in an unspectacular manner, through prolonged negotiations. But the consolidation of the so-called "bush lines" under one system is a most significant event in Canadian civil aviation. Like everything else at this time it has military angles—notably the services to Yukon and Alaska, with their strategic place on the defense map.

Policy of the Canadian Pacific has been to retain the personnel which pioneered bush flying and learned through trial and error how to overcome the hazards of this type of aviation. It is capitalizing on their knowledge and experience. A good deal of the equipment of the original lines is also being used, for it is next to impossible to obtain new equipment just now.

But old practices are being swept aside, and railway principles are being introduced—timetables, regular schedules, fixed rates and so forth.

Many bush line services were duplicated, and there was cutthroat competition which brought rates down to a level which permitted few to stay out of the red.

Put on Sound Basis

The duplication, the underbidding of competitors, are becoming things of the past. And small independent lines, now united, are being welded into an orderly network. Such new equipment as has made its appearance shows a trend toward standardization, so as to be interchangeable on different runs, and also to bring down maintenance costs. Safety devices and facilities for reporting flying conditions are being improved.

In short, northern aviation is being put on a sound basis.

It is difficult to estimate a mileage figure for the northern routes of the Canadian Pacific, as this is complicated by the all-important spot charter services, among other things. However, on the main line schedule flights the planes cover a distance equivalent to approximately two round trips from Montreal to Vancouver daily.

Here are some distances between main points served—

	Miles
White Horse-Edmonton..	1,000
Edmonton-Aklavik	1,570
Vancouver-White Horse.	1,400
Vancouver-Coppermine..	1,225
Prince Albert-Goldfields	485
Winnipeg-God's Lake...	425

Convertible Equipment

Many of the planes used in the northern service are convertible three ways—skis, wheels and floats. They include Boeing, Fairchild, Beechcraft, Norseman, Barkley Grow, Junkers, de Havilland, Bellanca, Stinson, Lockheed and other craft. It is the general practice to operate twin-engined machines over runs where traffic warrants, but single-engined units often are more adaptable for charter service to trapping and mining areas.

Air Lines Absorbed

One by one the Canadian Pacific, with the knowledge and blessing of Ottawa, gained control of Yukon Southern Air Transport, Ginger Coote Airways, Mackenzie Air Services, Prairie Airways, Starratt Airways, Wings Ltd., Canadian Airways Ltd., Quebec Airways Ltd., Dominion Skyways Ltd. and Arrow Airways Ltd. Operations now fall into four main divisions—

1. Ginger Coote and Yukon Southern, on the Pacific Coast.
2. North of Edmonton, to Aklavik, covering Northern Alberta and the North West Territories, with Prairie Airways linking northern towns to T.C.A. in the central area.
3. Starratt, Wings and Canadian Airways, in Manitoba and around the Great Lakes.
4. Quebec Airways and Dominion Skyways, in Quebec.

Keystone of all the services may be the Yukon Southern, which grew from a small bush line in four years to take civilization to the far northwest and to open mining areas and trapping territory. Yukon Southern connects at Whitehorse with Pan-American Alaska Airways, and has great strategic importance. Its bases are the ones approved by the Canadian-American Joint Defense Board as an advance link through Canada to Alaska.

While laying the foundation for a future air empire, Canadian Pacific Air Services has at the same time contributed largely to the war effort. Among other things, it has operated schools for the British Commonwealth Air Training Plan, and engine and plane overhaul plants. A large number of skilled pilots and technical help have been released to the R.C.A.F.

Canadian Pacific Air Lines is the largest single trainer of observer-navigators in the Dominion, with five times as many employees on this branch of service as on regular transport work. It runs six of Canada's 10 air observer schools. The six are at Malton, Ont.; St. Johns, Que.; Ancienne Lorette, Que.; Edmonton, Winnipeg and Portage la Prairie. Its plants for overhauling aircraft are at Winnipeg, Edmonton, Moose Jaw and Cap de la Madeleine.

Training schools are operated on a non-profit basis, all profits being turned back to the Crown.

In addition the Canadian Pacific was for a time responsible for the organization of the Atlantic ferry service which ferries big bombers to Britain. Here was a case in which civilian knowledge and training was invaluable to the armed forces.

"Punch" Dickins, a seasoned bush pilot, headed up Atfero, as the ferry service was then called. He is now a vice-president of C. P. Air Lines.

Facilities were hastily created and in no time at all bombers were being ferried to Britain with clockwork regularity. Such was the efficiency with which this service was operated that the flying record wrote a brilliant new page in aviation history.

The work is now being carried on by the R.A.F. Ferry Command, of which Dickins for a time was operating manager. Throughout the piece, the Canadian Pacific has co-operated closely with air force authorities.

President of C. P. Air Lines is L. B. Unwin, who is also vice-president of finance of Canadian Pacific Railway. Mr. Dickins and W. M. Neal are vice-presidents.

Trans-Canada Air Lines added an important wartime link to its services May 1 when its main line was extended several hundred miles east to Newfoundland, an Atlantic base of the United Nations. Because of the Island's strategic importance T.C.A. covers passenger cabin windows with "blackout curtains" before landing. Stewardess M. Nobles smiles as an R.C.A.F. pilot watches this piece of wartime housekeeping.

Sheldon Luck, pilot for Canadian Pacific Air Lines, is here surrounded by a group of C. P. air stewardesses. The name on the airliner is still very new, but promises to be famous in the world of aviation.

Trans-Canada Air Lines Doing Vital War Job In Speeding War Work, Servicing War Planes

The importance the government attaches to the part air lines play in the war effort was put into words a short while back in an order-in-council authorizing the Department of Munitions and Supply to establish air transport priorities.

This proclaimed it as "essential to national defense" that certain traffic have first call on available facilities. It gave the force of law to a policy already being followed voluntarily. In February, O. T. Larson, vice-president of Trans-Canada Air Lines, had announced: "We solicit now only those firms engaged on war contracts. Priorities have been in effect for some time and war workers have preference on seats."

An estimate given by H. J. Symington, president of T.C.A., is that at least 75% of the passengers carried for a considerable period have been travelling on business directly connected with the war.

The need for fast movement of men, mails and materials between centres of war production has brought the activities of the government-owned air lines to new high levels. To meet requirements, the system has had to overcome major obstacles.

It has been handicapped by shortages of equipment.

"We could use double the number of aircraft in our fleet were they available," Mr. Larson said on this point. "As it is we will get new aircraft only where they are necessary to maintain our operations as part of Canada's wartime communications system, and then only if there is not a greater need for them to transport troops and material."

Offset Plane Lack

To some extent, T.C.A. has been able to offset lack of equipment by a super job of maintenance. To quote Mr. Larson again: "We started with good airplanes and we have improved them. I can say with confidence that no air line in the world has a better maintenance programme than T.C.A. We have been able to secure engines from U. S. surplus production recently and, at present, are engaged in power plant replacement. We may not have an abundance of planes, but those we do have are highly efficient transportation machines."

At the beginning of last year, T.C.A. planes were travelling 15,000 miles daily, and by the start of this year this had increased to 19,000 miles.

In a 12-month period the number of passengers carried has doubled. T.C.A. now carries from 8,000 to 9,000 a month. There has been a corresponding increase in air mail carried, and air express has almost trebled.

The system extends from Atlantic to Pacific, and makes it possible to travel from Halifax to Vancouver, 3,175 miles in 23 hours and 35 minutes.

Serves War Effort

T.C.A. serves in the war effort not only as a transport agency, but as a contractor to the Department of Munitions and Supply. It overhauls hundreds of flight instruments each month for the R.C.A.F. It also overhauls metal propeller units and R.C.A.F. engines. The T.C.A. maintenance base at Toronto has been expanded to service military aircraft.

In addition, in eastern Canada, the line has a plant which does nothing else but maintain a fleet of four-engined aircraft engaged in flying the Atlantic.

War work has made it necessary to enlarge the T.C.A. staff. At Winnipeg, for example, there are now 600 employees—many of them girls. It has been found that girls do well in instrument shops, where work is to a close tolerance and requires deftness of touch.

In 1940, only 2% of T.C.A. employees, excluding stewardesses, were women. This has increased to more than 10% and there are now women in every department. At some places one employee out of every five is female.

The policy of the system is to release employees of military age and qualifications for active service as replacements are trained, and this has already been done in the case of a large number.

At the outset of the war the government exempted from military service all members of the T.C.A. staff who were, in the opinion of the Minister of Transport, needed for the efficient operation of the air lines. The list of such essential employees included captains, first officers, air engineers, mechanics, dispatchers, radio operators. Because many of them belonged to reserve units of the army, navy and air force, if this step had not been taken T.C.A. would have had to curtail, if not suspend, its operations.

Details of Operation

Trans-Canada Air Lines was created by Act of Parliament in April, 1937, with a capitalization of $5 millions, the shares being held by the C.N.R. Its fleet consists of 12 Lockheed 14H 10-passenger aircraft and six Lockheed Lodestar 14-passenger aircraft. The mileages over which it operates are as follows: Halifax - Montreal, 562; Montreal - Toronto, 323; Toronto - Vancouver, 2,291; Toronto-Windsor, 195; Lethbridge - Calgary - Edmonton, 288; Toronto-New York, 365.

It has airports at 100-mile intervals, many of them owned by municipalities but operated by the Department of Transport, and intermediate fields about 35 miles apart. The Department of Transport provides a constant meteorological and radio range service. The airports and range stations are linked by teletype for the collection and distribution of weather reports for flight control.

T. C. A. Developments

Chronological steps in the development of the system were:

September, 1937: commercial operations commenced between Vancouver and Seattle, a route acquired from Canadian Airways.

March 6, 1938: experimental daily mail service commenced between Winnipeg and Vancouver.

October 1, 1938: air mail and air express service commenced between Lethbridge and Edmonton.

December 1, 1938: experimental air mail service commenced between Montreal and Toronto and Vancouver.

March 1, 1939: air mail and air express service inaugurated between Montreal and Toronto and Vancouver.

April 1, 1939: passenger service inaugurated between Montreal and Toronto, and Vancouver and Lethbridge-Calgary-Edmonton.

July 18, 1939: direct intercity passenger service inaugurated between Montreal-Ottawa-Toronto.

November 1, 1939: air mail and air express service commenced between Montreal and Moncton.

February 15, 1940: passenger service commenced between Montreal and Moncton.

August 1, 1940: passenger, air mail and air express service inaugurated, Toronto-London-Windsor.

April 16, 1941: main line service extended to Halifax, N.S., from Moncton, N.B.

May 10, 1941: passenger, air mail and air express service inaugurated Toronto-New York.

May 1, 1942: service between Moncton, Sydney, N.S., and St. John's (Tor Bay airport), Nfld., established as part of hemispheric defense communications system.

In 1941 T.C.A. carried 85,154 passengers; 1,389,614 pounds of air mail; 173,192 pounds of air express.

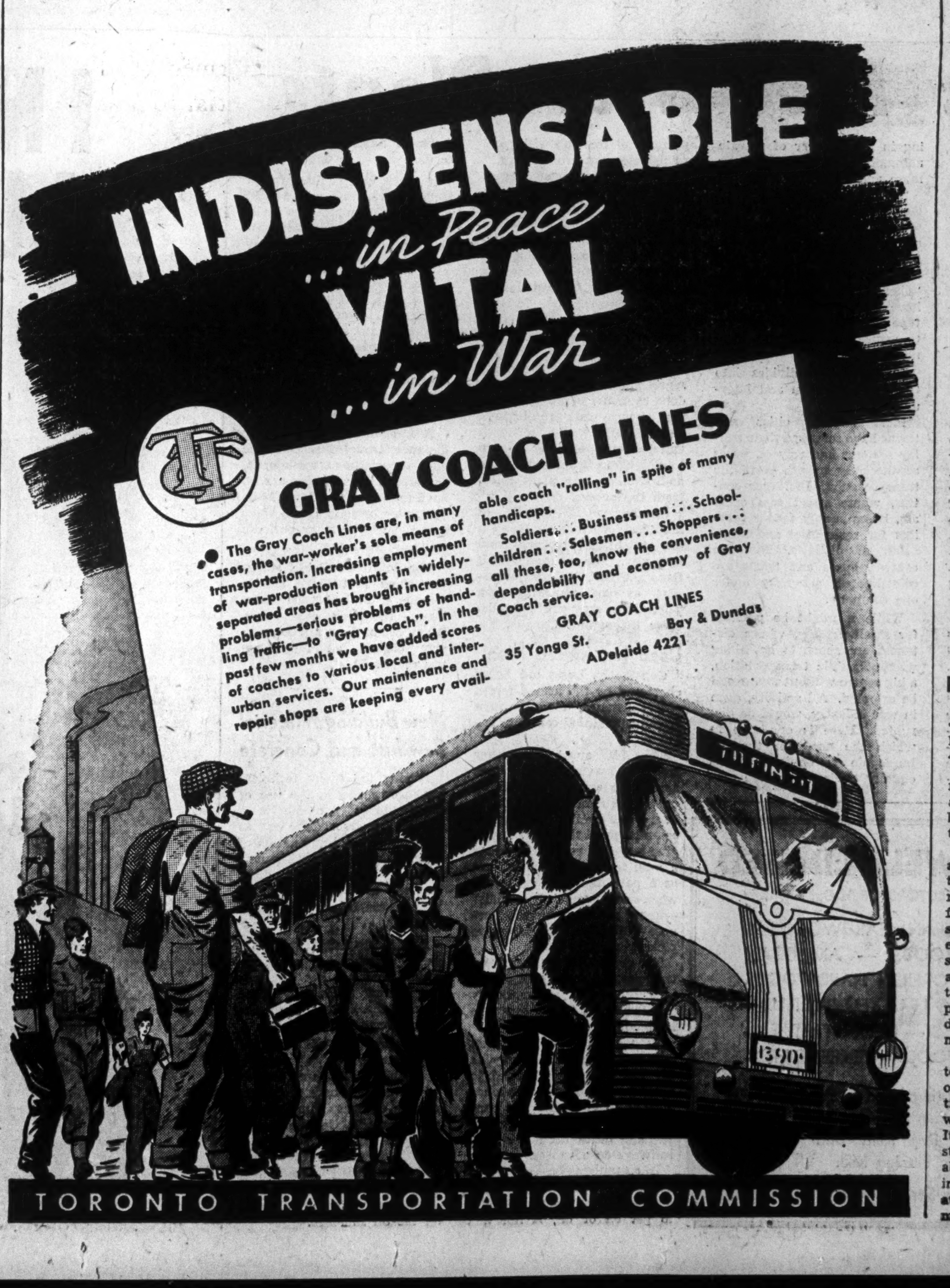
Future Plans

Trans-Canada's president, H. J. Symington, has announced plans to extend the service to Alaska.

He told the House of Commons Committee on Railways and Shipping that this would be done "the minute we can get the planes."

"We have applied, and have at the moment acceptance by the U. S. authorities, for the right to get these planes this fall, commencing Aug. 1," he said. "If we get them I would expect that the service will start; if we do not, it won't. It all depends on the war situation and the materials and planes that we can get; and that depends upon the government."

He also said to the committee: "In my judgment, Canada occupies a very important position in the future of the air world. It is on the great circle. It is the shortest way. It has stable weather. It must inevitably take part, in my judgment, in both transpacific and transatlantic air services by agreement with foreign countries."



INDISPENSABLE ... in Peace
VITAL ... in War

GRAY COACH LINES

The Gray Coach Lines are, in many cases, the war-worker's sole means of transportation. Increasing employment of war-production plants in widely-separated areas has brought increasing problems—serious problems of handling traffic—to "Gray Coach". In the past few months we have added scores of coaches to various local and inter-urban services. Our maintenance and repair shops are keeping every available coach "rolling" in spite of many handicaps.

Soldiers . . . Business men . . . School-children . . . Salesmen . . . Shoppers . . . all these, too, know the convenience, dependability and economy of Gray Coach service.

GRAY COACH LINES
35 Yonge St.
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ADelaide 4221

TORONTO TRANSPORTATION COMMISSION

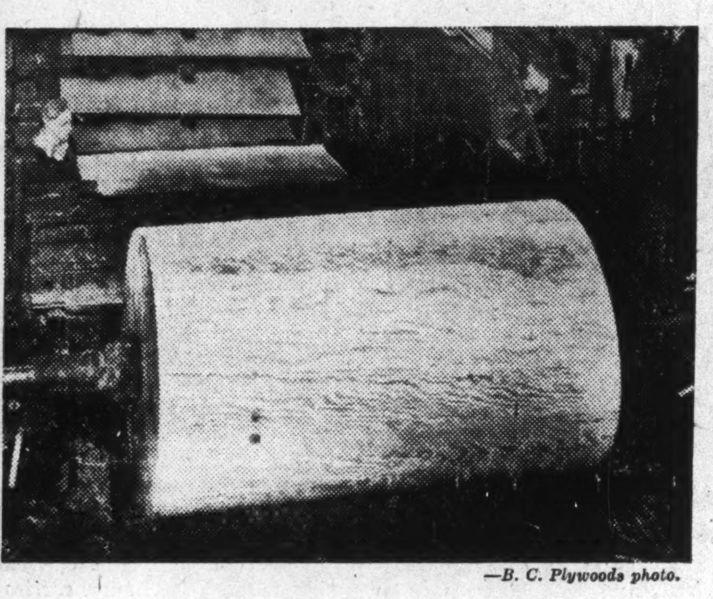
In Canada's Forests a Vast New Arsenal is Found

From Coast to Coast Canadian Woodsmen Seek and Find The Answers to Our Growing Wartime Metal Famine

—Public Information photo.

Wood For Plywood

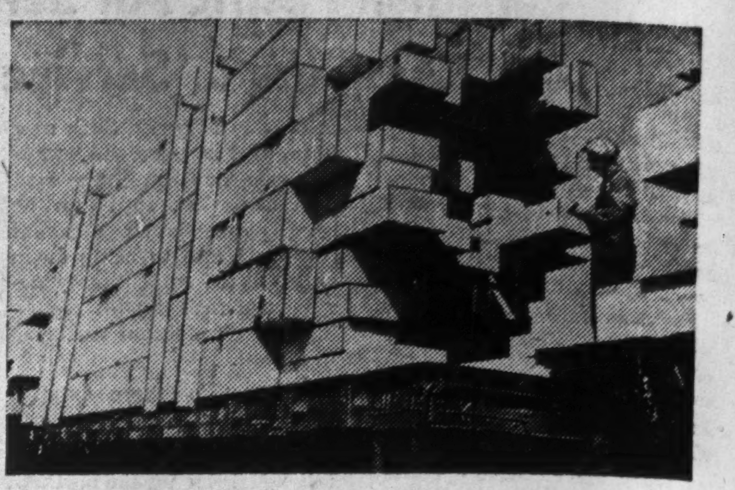
Peeled off in vast sheets around the circumference of the log, modern plywood is, like its predecessors, a wooden club sandwich. But modern plywoods are bonded with waterproof, shape-holding phenol formaldehyde glues, can be molded to fit the curves of planes, carpentered with ease to meet most of the normal jobs of "straight" wood. Amazingly light in relation to its strength, plywood is pinch-hitting for steel in ships, for aluminum in planes and gliders, has even been used for bicycles. Vital in a time of metal shortages, plywood, by providing large sheets of wood from small trees helps solve the problem of the gradual disappearance of forest giants. Biggest job of plywood is furnishing panels for inside and outside construction.



—B. C. Plywoods photo.

Wood For Construction

The gigantic expansion to meet the needs of war has brought ever growing lumber calls from the construction industry. Half-forgotten qualities have been rediscovered in lumber as steel construction has become increasingly difficult. Girders spanning giant plants have been built from planks laminated together to give strength and weight performance equivalent to that of steel. New methods of construction have been developed to take full advantage of the qualities and availability of timber for building. Even the sawdust pile is doing a bigger war job, providing fuel for B. C. furnaces, insulation for builders.



Wood For Cellulose

Least common denominator of wood, cellulose pulp is capable of being transformed back into wood's greatest variety of forms. Wood cells are a basis for nitro-cellulose, highly explosive ingredient of cordite. They have replaced Japanese grubs in Canada's silk trade, furnishing rayon for hosiery and cloth. As the basis for celluloid, wood pulp helps flying photographers spy out enemy positions. An ingredient in a whole family of plastics, cellulose helps substitute for scarce light metals in a score of instruments, household appliances, and gadgets. Because of the vast number of uses to which cellulose can be put by the chemist, it ranks in the front line of Canada's defenses.

—Industrial Rayon photo.

Wood For Newsprint

As vital as bullets on the fighting front is newsprint on the home front and in the propaganda war. In a war where the fifth column has already scored major victories, defense of home morale ranks high among military aims. From Canada's forests pour annually about 10 million cords of wood (plus some 5½ billion ft. of sawn lumber). About 75 per cent of it goes through the 100-odd mills of Canada to emerge as newsprint. Less than a fifth of the newsprint stays in Canada, the balance helps to feed the presses of the United States and Great Britain, building and maintaining morale, pumping out the flow of truth which is the only antidote for axis propaganda.

Buses Feed War Plants

War has spotlighted the importance and adaptability of bus transport in Canada.

Today it is estimated that 20% of all passengers carried by interurban buses are men in the armed forces. Tens of thousands of munitions workers across the country depend on buses to get them to their work.

Bus lines, fully aware of the essential part they must play and the urgent need for conserving equipment, have discontinued all efforts to promote pleasure travel.

In peacetime this promotion was worth while. It built up volume, spread overhead over a greater number of fares. Volume no longer needs to be built up. In fact, officials of some bus companies foresee the day when it will be necessary to establish travel priorities, perhaps restricting privileges solely to those engaged in direct war work. That day is not yet here.

At this stage the industry is concentrating on the problems of the more immediate future.

Traffic Volume Grows

Its leaders foresee that the continuing increase in employment in war industries, coupled with the decreased tire and gasoline rationing is causing in the number of private automobiles on the road, spells more and more bus traffic.

"To meet the demands, all our equipment will have to be working at 100% efficiency," an executive of one of the leading bus lines in Canada told The Financial Post. "There is no doubt we will also have to make changes in the type of our operations, in order to assure that the most vital needs are filled."

Bus transport divides into two classes—urban and interurban.

Most smaller cities and towns have scrapped their trolley systems and rely on buses as the only means of public transportation. In larger centres, where street cars operate, buses supply feeder services for residential and semi-suburban districts. In such centres, buses and trams are co-ordinated, generally under one company.

While it might be possible for small centres, where distances are short, to get along without public transportation, a big centre without this would be crippled. All activity, even in war industry, would be disrupted. Here is one case in which the need for the job buses do is obvious. It is equally obvious that the portions of this job will grow as private cars are laid up.

In most cities bus companies have adjusted schedules to harmonize with plant shifts.

Another function of buses is getting workers to plants located miles from population centres. There has been a marked trend toward industrial decentralization in this war. For one thing, rural areas have offered cheap land for large developments and, for another, because of the semi-secret nature of the work being done by many of the plants, it was deemed wiser to build them outside cities. One southern Ontario bus company has to tote 1,400 workers daily to and from a war plant miles from the nearest city.

Another plant outside of Montreal charters 60 buses a day to bring workers from that city. The company itself foots the bill, includes transport as an operating cost. There are scores of parallel cases throughout Canada.

Used by Armed Men

Constantly, buses are being chartered by the armed forces—for instance, to take men from one training centre to another.

That is apart altogether from the service the bus lines across the country are giving uniformed men on leave. Early in the war the lines got together and agreed that they would give a special rate of 1½ cents a mile to all men in uniform as a patriotic gesture. Every week end convoys of "specials"—buses reserved for the purpose—go to military camps to pick up men on leave.

The great flexibility of motor transport as to routes, rates and schedules automatically boosted buses into a key role in moving men on leave.

In view of the fact that equipment must be conserved for the future or diverted to more important uses, the tendency is to eliminate bus runs which duplicate rail routes, unless the buses fill a need the railways do not meet.

In a number of cases they do fill such a need. A bus stops wherever there is a passenger to get on or off, is not tied down to fixed stations in its service.

If there were only through traffic the railways would need little help from the bus lines, but for shorter hauls and lighter loads, buses have in many cases proved more economical.

The automobile caused rural settlements to grow along highways, sometimes away from railways. Carless people in these settlements would be stranded without bus service. And the day may be in sight when those with cars will be unable to drive them.

A fair amount of the long distance travel buses handle now, especially at week ends, comprises war workers who have found jobs in plants 50 or 100 miles or more from their homes, and who make periodic visits to their families.

The latest available statistics show that there are in Canada a total of 3,800 motor buses, including city buses. About 800 of them can be properly classed an interurban transports.

New Building Material Sawdust and Concrete

Among the many technical advances made in the use of wood during wartime is a British product known as "Nashcrete." A combination of concrete and sawdust, the new building material is light enough to be handled by women, can be sawn or nailed together.

Named for its inventor, T. F. Nash, "Nashcrete" uses materials that are not likely to run short during wartime. Mixing the material can also be performed by women.

Development of this and similar materials is gradually removing the sawdust burners which used to be a prominent feature of every lumber camp and sawmill. On the Pacific Coast there has been a substantial increase in the volume of sawdust used in home heating, a factor likely to be of increasing importance as a result of the oil shortage.

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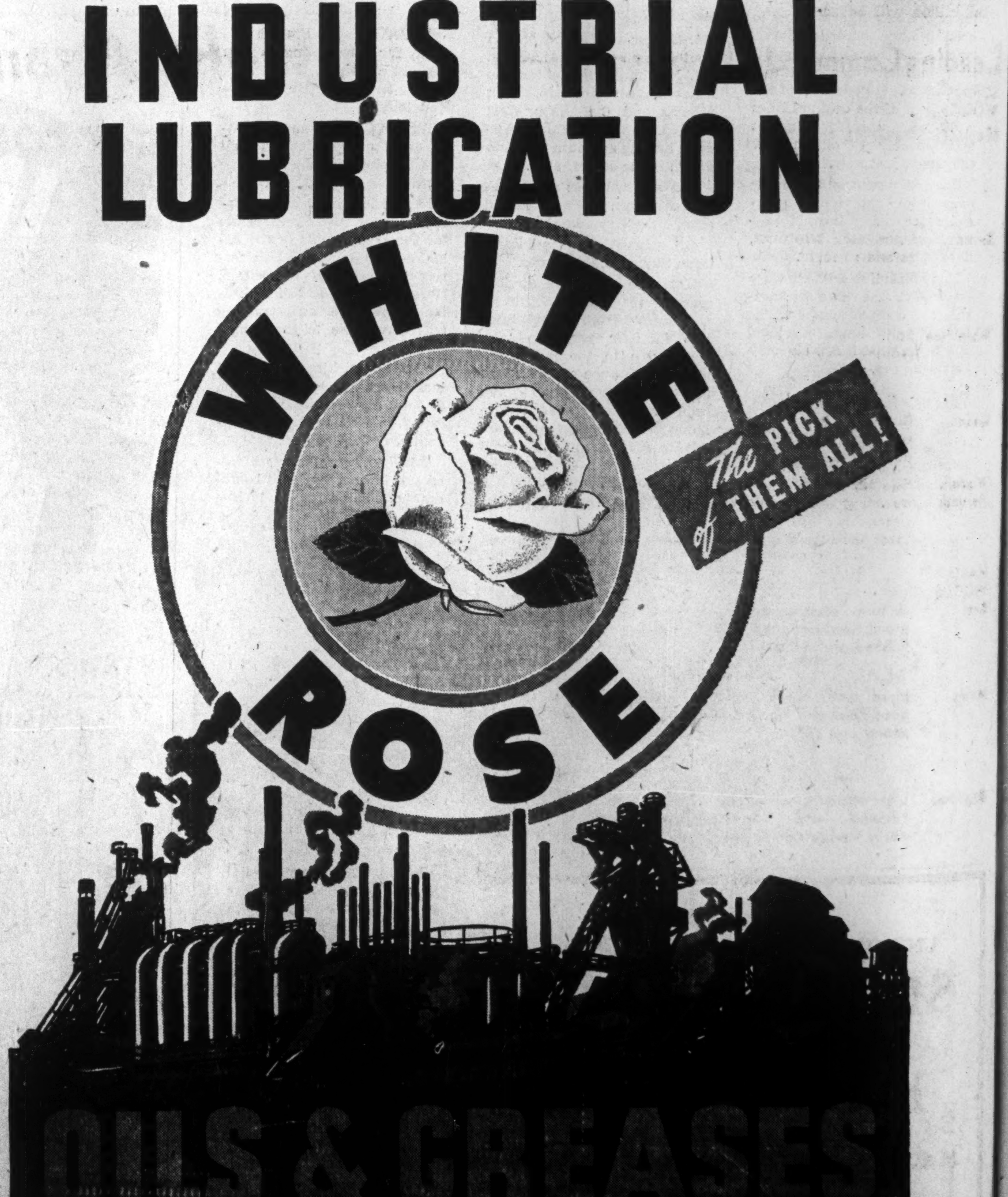

INDUSTRIAL LUBRICATION

CANADIAN OIL COMPANIES, LIMITED

HEAD OFFICE: TORONTO — EXECUTIVE OFFICE: MONTREAL — DIVISIONAL OFFICES: MONCTON, MONTREAL, OTTAWA, TORONTO, NORTH BAY, LONDON, WINNIPEG, CALGARY — REFINERY: PETROLIA, ONT.

Lumber Takes the Limelight in Wartime Industry

In Its Own Right and as a Substitute Lumber Adds Mightily to Its Stature

Lumber in Canada has met its full share of war's impact.

War has brought controls, new markets, loss of former markets, new uses and new methods in handling.

War has meant great activity and an all-out effort to boost production to record levels.

For years the lumber people were fighting what appeared to be a losing battle to halt the steady displacement of lumber by metals, concrete and some of the newer building materials.

Now the tide has turned. One after the other, these new materials—particularly the metals—have come under the banned list. They are all needed for direct war uses.

Lumber people are impressed with the need of retaining much of the regained market. They are better organized to do so than ever before. In 1939, a unified organization was set up for the various lumber bureaus which the trade had established and publication of their own journal, "Timber of Canada" was started. This, it is hoped, will be an important factor in maintaining the lumber trade's position.

Last year's production of sawn lumber in Canada, as estimated by Timber Controller Nicholson in February, totalled 5,087 million feet of which British Columbia produced almost half. Of this Canada's war effort used about 500 million feet directly. The domestic trade used about 1,500 million feet and the balance was exported.

Big Export Trade

Exports are about half the Canadian lumber production and of this portion about 50% goes to the United States and the rest to Empire countries. Exports last year had a total value of about $75 millions as compared with $67.7 millions in 1940. This increased value is largely due to higher prices as the average export value for sawn lumber last year was $32.50 per thousand feet compared with $27.39 in 1940 and $22.85 in 1939.

Big factor in the market is still defense.

In 1940 and 1941 Canada used for war purposes about a billion feet of lumber and another half billion will be needed in 1942, states Timber Controller Nicholson.

War uses for lumber have been primarily in construction. Any visitor to Ottawa since the war started would be struck by the huge new temporary office buildings constructed — almost entirely of lumber. Airport construction, Wartime Housing Ltd., military structures and many of the new factories are largely of wooden construction. One industry alone this year is expected to use between 60 million and 75 million feet of lumber for boxes and cases in which to ship its war products overseas.

Under Priorities

So strenuous has been the demand that there is practically no dry lumber available in large quantities in Canada. Retailers throughout the country may have fair stocks of miscellaneous sizes and kinds but it is practically impossible to buy in large quantities, partly due to imposition of priority regulations.

These priority regulations make it impossible, for example, to buy a carload of British Columbia lumber without having authority from the Timber Controller's office. For most eastern Canadian lumber, no direct priority orders are necessary except for a few scarce items.

It early became evident that the unprecedented demand which war had thrown upon the lumber industry was going to mean chaos unless definite control was established.

Result was that in June, 1940, Canada's first timber controller—H. R. MacMillan, Vancouver—was appointed. At that time it was emphasized that no real shortage of lumber existed in Canada but that dry timber reserves would be heavily depleted in the following few months. Mr. MacMillan established a priority system which placed British demand for war purposes first, the Canadian timber control with its millions of dollars of orders second, United States exports for foreign dollar balances third and the domestic demand fourth.

Mr. MacMillan was succeeded by Loren L. Brown and in June of last year, the present timber controller, A. S. Nicholson, took over.

—Photo Public Information.

There are many links in the chain of jobs and services that bring timber from the heights of the Rockies to somebody's backyard in London where it goes into an air raid shelter. Here is a big load of logs on a B.C. "logging" railway.

In general his work has been to make certain that war needs are supplied first. After that Canadian domestic needs can be looked after.

Price control was early established for lumber and to date has been regarded as quite successful. Mr. Nicholson, in a recent speech, had a word of caution, however, when he said: "Price of lumber is fixed but it is, nevertheless, high."

One source estimates that since the beginning of the war typical increases in lumber prices would be something around $5 a thousand. Contrast this with what happened in the last war.

White pine prices advanced in World War 1 from $40 a thousand to $65; Douglas fir from $13 to $40; Quebec spruce from $18 to $40; pulpwood reached a price of $40 a cord. Those close to the trade estimate that had controls not been exercised this time, price changes fully comparable with those of the last war would have been seen. The Timber Controller has permitted certain moderate increases since he took over. For example, White Pine went up $2 at the first of this year; this followed a $2 increase in Aug., 1941, over April of that year.

Major problem with lumbermen today is labor. The trade finds its own selling prices fixed, labor scarce and costs mounting. At the same time maximum output is still an imperious need.

Illustrative of the change are the Dominion Bureau of Statistics employment figures for the lumber industry. In May, 1939, this index stood at 77.3. A year later it was 85.8 and now stands around 108.7.

The 58,776 employees of this industry earned $1,302,595 in the first week of March, an average of $23.18 per person weekly. In July, 1941, average weekly wage was $21.60.

From all parts of the country comes word that labor supply is critical. For years this industry has had to compete with other materials. Its product, largely exported, has to be sold at world prices. Result has been a lower-than-average wage scale. War has boosted earning opportunities in other lines, enlistments have taken more men and the result is a labor shortage which may seriously hinder production this year.

New Uses Develop

Vital to lumber's position are the new wartime uses that have developed. Natural emphasis on wood for rapid construction has been enhanced by the temporary nature of many structures, the need for conserving metal.

Rain gutters and down spouts for buildings are now being made from wood. Steel posts and girders have been replaced with wooden timbers. Metal screen frames and window sashes, shingles, weather-stripping, formerly of metal, are now wood. Sink cabinets, formerly of steel are now made of wood. Frames for bedsprings, bathtubs and more and more farm machinery are being made from wood.

New Techniques

These needs have developed new methods.

An outstanding example is the use of "ring connectors" for linking timber. Without these it might have been impossible to get the great open spans without obstruction needed for construction of war plants and airport hangars. These "ring connectors" are not exactly new but their use has grown tremendously. They have made possible the speedy and economical erection of air hangars in Canada, the use of smaller timbers to get greater spans.

Under former practice joints or trusses would be bolted together and the strength of the joint was governed by the strength of the bolt itself. To get strong joints many bolts were needed and each additional bolt meant weakening the timber itself. By using ring connectors the weight is distributed over the much larger surface which the ring connector uses.

Erection of aircraft hangars brings up the question of the fire hazard in wood construction. Hangar timbers are treated to make them fire resistant, using the pressure ovens which creosoting companies have developed. Results have been completely satisfactory.

Domestic Hardwoods

Canada used to import about 15 million feet of oak for flooring, mostly from the United States. War has shut that off, following an order of the timber controller, but it is not going to mean any shortage of good flooring. Canadian hardwoods are being used—maple, birch and beech.

Birch has become Canada's most important cabinet wood now that imported mahogany, walnut, oak and other exotic woods are restricted or no longer available. It is doing a good job, too, proving a first class cabinet wood. Birch and other plywoods are being used as decorative as well as utility woods.

Airplane construction is swinging back to wood in a remarkable way, pushed by continued shortages of light metals such as aluminum or magnesium. Birch veneers are extensively used in making plywood for airplanes, thanks to new methods of manufacture and new glues.

Lumber manufacturers have always been accustomed to get much of their equipment from the United States. Now it is getting scarce and is subject to strict priority control. New equipment is increasingly difficult to get and repairs and replacements are presenting worries.

The whole industry has changed in many ways. Shipping has played a large part in this. Last year, for example, exports to the United Kingdom were down about 43%; exports to the United States were up 96%. With the United States now in the war a vast demand for defense construction should continue.

CANADA'S SAWN LUMBER PRODUCTION, 1941
(Millions of Feet)

Species:	
Spruce and Balsam	1,954
Douglas Fir	1,548
White Pine	349
Western Hemlock	259
Western Cedar	207
Yellow Birch	152
Jack Pine	111
Red Pine	70
Eastern Hemlock	70
Larch	38
Maple	37
Lodgepole Pine	26
Basswood	26
Poplar	12
Elm	12
Other species	216
Total	5,087
By Provinces:	
British Columbia	2,336
Quebec	940
Ontario	557
Nova Scotia	403
New Brunswick	375
Alberta	251
Saskatchewan	121
Manitoba	104
Total	5,087

Leading Commercial Timbers of Canada

SOFT-WOODS	CHARACTERISTICS	TYPICAL USES
Douglas Fir	Durability and strength.	Heavy structural timbers, piling, shipbuilding, veneers, plywood, telephone poles, windows, doors, tanks, silos.
Spruce	Light, soft, easily worked, tasteless, odorless, medium strength, resilient.	Light and medium construction, pulp and paper, containers, musical instruments.
White Pine	Soft, easily worked and seasoned, durable.	Interior and exterior finish, windows and doors, patterns, woodenware, light and medium construction.
Cedar	Durability in contact with soil, light, aromatic, comparatively weak and soft.	Shingles, boats, canoes, poles, tanks, clothes closets and chests, foundations.
Western Hemlock	Fine textured and uniform, free from resin, relatively strong but not durable, takes good finish.	General construction, pulp and paper, railway ties, interior finish, boxes and crates, flooring and ceilings.
HARD-WOODS		
Birch	Uniform texture, subdued grain, hard-wearing, easily finished and worked.	Flooring, furniture, veneers and plywoods, interior finish, cabinet work, railway ties.
Maple	Hard and heavy, takes good finish and high polish, strong and stiff.	Flooring, interior finish, furniture, piano actions, musical instruments, shoe findings, sporting goods, veneer and plywood.
Basswood	Light and soft, not durable, tasteless and odorless, easily worked and finished.	Piano keys, baskets, woodenware, boxes and crates, picture frames, pattern and models, excelsior.

The Fight Against Fire—Key Home Front Salient

Mounting parallel with the rising wartime demand for wood has gone an ever-increasing need to protect the vital forest wealth of Canada. Typical of the strenuous measures being taken to eliminate the threat of forest fires are the new instructions being issued in Ontario.

The Hon. N. O. Hipel, Minister of the Ontario Department of Lands and Forests, has had instructions issued to all district and regional foresters confirming existing practices to reduce the number of forest fires resulting from woods operations and these instructions will form a part of all woods operations permits.

Conditions to be observed relative to smoking, etc.:

(1) No smoking while walking or working.

(2) No tailor-made cigarettes allowed in camp.

(3) No lunch fires or fires for any other purpose in bush.

(4) No matches—all workers to be supplied with lighters of approved type for which filling facilities will be provided in camp.

(5) All fires to be reported immediately to the camp foreman.

Special instructions covering equipment to be used by summer operators; action to be taken by operator in case of fire and payment of costs of fires caused by summer operations:

(1) On each summer operation there shall be maintained, wholly at the cost of the operator, sufficient fire fighting equipment to handle any fire in its incipient stages. The fire fighting equipment to be maintained by the operator in each operation shall be fixed by the District Forester.

(2) The foreman of each camp carrying on summer operations shall apply for and obtain appointment through the Department as an Honorary Fire Warden under the Forest Fires Prevention Act and shall be responsible to the Department for the enforcement of the Act on the operation of which he is foreman.

(3) In the event of a fire occurring within the area of the operation or adjacent to it, the foreman shall immediately place all available men and equipment on fire fighting and forthwith notify the Chief Fire Ranger of the Division who will render every assistance and take over the direction of the fire fighting operations.

(4) The Chief Fire Ranger may call on all employees of the operator on whose operation a fire is burning to fight the fire until the fire is extinguished, all wages, meals and lodging costs to be paid by the operator.

(5) The cause of each forest fire occurring on or adjacent to the summer woods operations of any company, contractor or person shall be investigated by the Chief Fire Ranger, who shall establish the most probable cause of the fire. For all fires the origin of which is ascribed to summer woods operations the operator shall reimburse the Department for the out-of-pocket expenses incurred by the Department in extinguishing the fire.

The present practices in connection with convictions for infringement of any provisions of "The Forest Fires Prevention Act" are not altered by these instructions.

Research Improves Ways Of Growing Cuttings

Cuttings of white pine and white spruce can be rooted in substantial percentages under outside conditions, according to a report in the Canadian Journal of Research, published by the National Research Council of Canada.

Period of collection and propagation medium appear to be the limiting factors governing the successful rooting of cuttings. The optimum time of collection for white pine was found to be mid to late August, that for white spruce late July. Cuttings of both species taken before the optimum period showed low survival, while collections of white pine taken later than the optimum period maintained a high percentage survival. In contrast, white spruce cuttings taken after the optimum period showed much poorer survival.

The sedge type of peat medium gave the best results for both species and seemed to be an absolute necessity for any success with white spruce. White pine, on the other hand, did root to an appreciable extent in sand and sand mixed with sphagnum peat.

Cuttings of white pine taken during the latter half of August showed an average rooting in sedge peat medium of about 60%. These cuttings were from trees 10 to 15 years of age. Cuttings from older trees did not root so readily.

Rooting of white spruce cuttings taken in July was between 80% and 90% but the same success was not attained when the cuttings were taken at other periods.

Paper Machines Now Handling Cordite

Remote control is used in a Canadian explosives plant to bundle and tie cordite, the quick firing propellant for heavy guns. Two former paper machines perform these operations.

For Export to
UNITED KINGDOM and WEST INDIES
SPRUCE • PINE
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THE FOREST A MIGHTY ASSET

The War Increases Forest Fire Hazards

Labour scarce! Yet more timber needed! Usual winter operations are not enough — hence summer production in 1942 with its greater risk! This calls for extra care on the part of every lumberman, every man, woman and child in the timber country!

Carelessness is Next to Sabotage

Employers would assist if they would bring the importance of this matter to the attention of their personnel.

• • •

ONTARIO

DEPARTMENT of LANDS and FORESTS
ONTARIO

HON. N. O. HIPEL
Minister

F. A. MacDOUGALL
Deputy Minister

Papermakers Lead in the "Bits & Pieces" Parade

Mill Workshops Provide the Shock Troops for the Attack on Machine Tool Shortage

Practically every pulp and paper plant in Canada with a machine shop is contributing to the "bits and pieces" programme of Canada's war effort.

To date members of the Wartime Machine Shop Board of the pulp and paper industry have turned out $1.5 millions of war materials. By the end of 1942 it is expected this total will be boosted to $4 millions.

Some of the more remotely located mills have fairly extensive and well-equipped shops, but the majority are just good workmanlike shops for mill maintenance. While there are some fairly recently installed machine tools, there are others that have been in service as much as 30 years.

Co-operative Effort

After the outbreak of war it became apparent Canada's machine tool resources, sufficient for peace-time economy, were wholly inadequate for providing the equipment necessary for mechanized warfare.

To do its part in meeting this emergency, the Canadian Pulp & Paper Association set up a Wartime Machine Shop Board.

Being usually remote from larger centres, pulp and paper mills of necessity have machine shops for maintenance work. These shops in normal times work an average of 8 hours a day.

By working 24 hours a day, these shops can make available 96 hours a week for other work without disrupting mill maintenance, provided of course, this new work is brought to the shops.

Show Initiative

If the machine shops of the industry were to engage in making parts for war industries, it could only be done by sub-contracting. Pulp and paper was one of the first industries in Canada to organize its machine tool resources for the furtherance of the "bits and pieces" programme in this country.

A survey was made to find out what types of work the mills were best suited to undertake.

The necessary contacts were then made between contractors and the sub-contractors. In the first six weeks of the plan's operation, $300,000 of sub-contracts were placed with the mills.

The dollar value of these orders is not a true criterion of their value. The machine parts made are "those which tend to form bottlenecks in Canada's munition-producing industries" and the work is, therefore, of much greater value than at first appears.

Other Functions

The Wartime Machine Shop Board of the industry has been organized on a much broader basis than simply utilization of spare capacity of mill machine shops.

It has undertaken two other important functions:

(a) Upgrading or thinning out its staffs to make men available for war industries and

(b) The training of men.

When war broke out, the industry was just emerging from a period of extreme difficulty. As a consequence the industry was perhaps shorter of trained men than it might have been in more prosperous times.

Enlistment in the armed forces and loss to other industries depleted this man power still further.

Train Workers

In many cases those leaving were men who were difficult to replace — executives, engineers, machinists, draftsmen, electricians, steamfitters, chemists, laboratory assistants, testers and skilled operators.

The outlook for finding the men and the time to train others did not look bright.

In addition conditions varied at different mills. Some are in relatively close proximity to trade schools and could take advantage of their training facilities; others being more remote had to devise different methods of imparting the necessary instructions.

No rigid plan was laid down for all mills but, through the initiative of the various plant managers and others in charge, many of the difficulties were surmounted.

Basic Training

Where government trade schools were not available, a method was adopted based on a programme instituted by one of the pulp and paper companies in its own mills.

The training period under this plan has been limited to 12 months. While it is recognized that a fully skilled tradesman cannot be trained within a year, investigations indicate a satisfactory basic training can be imparted in that time.

The plan consists of two parts; home study courses to provide the necessary theoretical training and practical shop instruction conducted simultaneously with the home study group to develop the required manual skill.

To supply the theoretical training, arrangements were made with the International Correspondence Schools, whereby more extended courses have been condensed into one year and made available to the men at a lower fee.

To supply the practical training, men chosen for the course are put to work where possible on the particular job for which they are preparing themselves. Where this is not possible, they are required to attend practical courses in the shops at night and thereby acquire the necessary manual skill.

Plan Not Rigid

There have been various modifications of the plan to meet local conditions. In some mills night schools are held and those who show the greatest aptitude are encouraged to take the I.C.S. course.

In still other areas, the plan has been simplified even further. Here a group of likely looking men are actually put on the job for which they are being trained and, with the help of instructors, acquire sufficient manual skill to carry on alone.

Today practically every one of the 83 pulp and paper mills in Canada with a machine shop has some plan of training men.

Courses are being given in: machine shop work, blacksmithing, pipe fitting, welding, millwrighting, tinsmithing, steam plant work and electrical work.

Dilution Plan

The process of "thinning-out," up-grading or diluting is similar to that employed by any industry in a period of normal expansion. Men with the necessary technical training are advanced, thereby releasing more highly skilled men either for other work within their own mill or in war industries.

The shortage of man power at the beginning of the war and due to enlistments made the job of thinning out a matter of some difficulty but the accomplishment has been considerable.

Some executives are on loan to the government and are devoting all their time to government work; others are giving part time to government work, while carrying on their normal duties. Technicians and other skilled men have been loaned to munition industries; others are giving their full time to the war work going through the industry's machine shops.

Co-ordinate Work

When the Wartime Machine Shop Board was set up by the industry, a full-time co-ordinator and staff were appointed to arrange the necessary contacts between units in the industry and generally supervise the whole plan.

In the early stages of the plan, the Board co-operated and worked through the Director General of Munitions.

With the creation by the government of an agency to handle sub-contracting, the Board is co-ordinating its activities with the requirements of this new department.

War Weapons They Are Making

For Corvettes, Mine Sweepers and Cargo Vessels

(In most cases complete units)

Tunnel and tail shaft bearings.

Eccentric sheaves and straps for triple expansion engines.

Eccentric rods for triple expansion engines.

Cargo winches.

Connecting rod bearing bolts.

Main bearing bolts.

Bilge suction chests.

Bilge discharge chests.

Turning engines.

Reversing engines.

Air pump relief valves.

Switch valves for bilge discharge chests.

Stop and throttle valves.

Expansion blocks and screws for valve gear.

Air pump links.

Special studs and bolts for marine engines, etc.

Distilling condensers and filters.

Oil fuel pumps — several types.

Independent air pumps.

Fresh water evaporators and fittings for same.

Distilling condensers.

Spring loaded safety valves.

Air vessels for various types of pumps.

Steam stop valves.

Feed check valves.

Feed water regulators.

Relief valves.

Combination valve chests.

Drill jigs for marine engine construction.

Wide variety of miscellaneous small parts.

For Manufacture of Ordnance

Complete jigs for two types of naval gun mountings.

Jigs for anti-aircraft guns and gun mountings.

Parts for naval gun mountings.

Gauges.

For Airplanes

Wide variety of aluminum alloy parts, including fixtures for machining same, etc.

Special Devices

Details of these devices are secret.

Pulp, Paper on Many Fronts

Canada's forest army is on the march. It draws its strength from a million and a quarter square miles of Canadian forest. In its battalions are the 100,000 workers of the pulp and paper industry—in the woods, at the mills, in the offices.

Across Canada, from Nova Scotia to British Columbia, there are 83 pulp and paper mills. From these plants come millions of tons of pulp and paper each year.

Their products provide maps and other documents, enter into explosives, depth charges, naval mines, gaskets for Spitfires and tanks, radio equipment, food containers, wall board for housing the armed forces, building war plants and providing temporary shelters in bombed-out areas of Britain. They sustain a free press in the democratic countries of the world.

Since the outbreak of war the job of supplying Britain and the rest of the world not dominated by the Axis powers with newsprint, pulp, wallboard, paperboard and paper has fallen largely to Canada.

Phenomenal Demand

Despite abnormality of the situation, the Canadian pulp and paper industry has lived up to every responsibility. It has anticipated requirements. It has co-ordinated manufacturing facilities. The industry has gone even further in that it has directly engaged in the war effort to the extent of utilizing its machine shop facilities for the training of skilled workers and the manufacture of machine parts for munitions and war weapons.

The part which the pulp and paper industry of Canada has played in Canada's war effort may be divided into three broad classifications:

(1) Contribution, through export sales, in providing foreign exchange with which to purchase war materials and supplies outside Canada.

(2) Pulp and paper for both civilian and war needs;

(3) Its participation in the "bits and pieces" programme.

One of the biggest problems in connection with Canada's war effort has been financing purchases in the United States.

Canada's pulp and paper industry plays a vitally important part in this connection. Only a small part of the industry's production, valued at close to $300 millions annually, is required for home consumption. Primarily an export industry, the biggest market is in the United States.

Since the institution of wartime exchange regulations, practically all of the industry's sales in the United States and elsewhere have been on an American dollar basis.

Last year some $250 millions of foreign exchange was provided for Canada's war chest through the export of pulp and paper. The greater part of this was in U. S. dollars.

The receipt of this foreign exchange, especially American dollars, has helped tremendously to lighten the problem of how to finance vitally necessary purchases in the United States. It has been an all-important factor not only in the maintenance, but the stepping-up of Canada's industrial wartime programme.

Under the Hyde Park agreement, Canada's problem of how to find sufficient U. S. dollar credits wherewith to finance her purchases in the States, has been greatly eased. Nevertheless the pulp and paper industry continues to contribute in a major way to the maintenance of Canada's credit outside the country.

Heavy Home Needs

Turning from the fiscal to the material side, a survey of the industry's contribution to the war effort shows what a mighty contribution is being made, both directly and indirectly.

With war industries mushrooming overnight, with other industries expanding, with government activities widening, the need for paper and paper products has soared and continues to new heights.

Government paper requirements alone have increased manyfold. Tons and tons of paper are needed for military records, unemployment insurance commission returns, national registration, for circulars, posters and even for Victory bonds.

Special types of paper or paperboard are used for the packaging of shells, ammunition, containers for food and other supplies.

The needs for high grade chemical pulps have resulted in a ready market for every ton that can be produced.

From these pulps comes rayon to be manufactured into clothing; explosives for shells, depth charges, naval mines and other specialized uses.

Wallboard or insulating board has been required in enormous quantities for housing the armed forces.

A World Source

These conditions apply particularly to the domestic market. As the world's largest producer of newsprint paper, Canada has taken on the task of seeing that the democratic countries of the world are supplied with their needs.

The book and writing mills and makers of wrapping paper have shipped considerable tonnage essential to the war needs of the British Commonwealth and Allied countries, formerly supplied from other sources.

The makers of boxboard and wallboard have met demands from Britain, which due to war conditions have been spasmodic and therefore difficult to gauge without disrupting other urgent demands for war needs here. As compared with prewar years, shipments of wallboard have more than doubled.

The demand for board for war purposes became so great during 1941 that an emergency committee was created to study the situation. It decided that certain grades, calipers, colors, etc., should be eliminated. The introduction of these new manufacturing methods is expected to materially assist in meeting the wartime demand. It is expected that further changes and eliminations this year will be needed.

Chemical pulp mills are hard pressed to meet the demand. With the complete cessation of shipments to the United States from Scandinavian countries during 1941 and only very spasmodic shipments from Finland and Sweden to countries other than the States, all papermakers throughout the world sought pulp supplies from North America.

Last year exports of chemical pulps from Canada amounted to over 1.1 million tons, an increase of 30% over the previous year.

This reflected an over-all increase in production of all chemical pulps of about 190,000 tons in 1941 compared with 1940, an increase of about 10%.

350% Increase

Altogether 1941 exports of sulphite pulp to the United Kingdom were some 20% in excess of 1940. Compared with prewar years, there was an increase of about three and a half times.

During the past year exports to the United States increased 33%. They are continuing at a record level.

The United Kingdom and other governments have required special grades of pulp for war needs. These have been met promptly by voluntary arrangements within the industry, whereby those mills best adapted to the manufacture of these grades produce the entire quantity and are compensated by tonnage from those mills whose quota they produce.

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AT YOUR SERVICE

Now a new obligation is imposed upon us — to avoid unnecessary use of materials for which there are more pressing needs. So the Construction Industry is looking for the ideal alternative materials — and must find them overnight. Possibly the answer to your needs is to be found in the long list of Canadian Forest Products. We will be glad to help you in the search.

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—for your self-sacrificing heroism in delivering Canada's wartime products to overseas destinations in defiance of ruthless enemy operations.

HOLDEN factories are supplying clothing for the men who wield the axe in converting our forest resources to the cause of victory.

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HOLDEN factories are supplying clothing for men of the Royal Canadian Air Force in order that they may be properly protected in high altitudes.

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HOLDEN factories are supplying clothing for the men who pace the decks at sea.

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ST. JOHN, NEW BRUNSWICK

One of our veneer log storage ponds with logging train and log loader in background.

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How a Good Staff Magazine Can Help

This New York Specialist Gives Some Hints on Its Management

Jean Clarke Thompson is vice-president of Robert Newcomb Inc., industrial relations counsel of New York City, specializing in the creation of media for industrial harmony.

Canadian born, she was associated with Canadian magazines and newspapers before joining the staff of Time in New York which she left to become associated with the Newcomb organization.

She has charge of "employee attitude" surveys, upon which recommendations for management-labor harmony programmes are based.

Winning the war—this war at least—involves a much more total war than most talkers about "total war" realize.

And total war demands a "more perfect union," in the partnership between worker and management.

Wartime regulations have to some degree put a moratorium on traditional conflicts.

But these things don't necessarily alter anybody's way of thinking. Acquiescence does not mean acceptance. War does not mean that management-labor difficulties which beset Canada before the war began are now erased.

Not long ago the president of a large Canadian concern, with commendable restraint but with evident sincerity, said to me: "I believe my employees are fond of me. Everywhere I go they smile at me and I find no difficulty in speaking with them, even though I didn't know most of them by name."

Personally, I didn't blame him for not knowing them by name.

It was comparatively easy to establish, and it took little time, that his employees thought nothing of the sort. The old-timers upon whom management counted to maintain loyalty to the organization had little influence. The young workers accepted their positions for nothing except income. If there was something else to the job, something to make it bigger or more important or more desirable, nobody pointed it out to them.

In such fertile fields labor trouble grows. In such surroundings the young worker who says, "What's so good about this outfit anyway?" finds an expanding audience. One new worker weighs his observation against those of another new worker, and then both challenge the old-timer to answer them. Meanwhile the old-timer's confidence is being gradually weakened; he sees and feels himself being shunted aside by the momentum of growth and progress.

Management for many years has had one device of contact with its employees right in its hand. Yet few have used such a medium. This was the abused and ignored stepchild of journalism—the employee magazine or house organ. Today, because management both in Canada and the United States is recognizing its helpful force, the house magazine is rising to its proper stature.

The company magazine was originated as means of social chitchat, a sort of gossip sheet which management provided for its workers, once they became numerous enough to justify the expense. Experienced and astute editors of such publications soon discovered a very sound and firm foundation of ready made interest for the properly edited house organ.

Employees' Stake

They found that employees wanted to know more about the company they worked for. They had a stake in the company by virtue of their employment; they wanted to know what that stake amounted to. They wanted to know about the security of their jobs. In short, the working man asked to know where he stood. It was a simple as that, and as direct.

Quite a few companies decided they would tell the worker where he **did** stand. Initial efforts in this direction often came hard. There are several cases where company executives steadfastly refused to publish facts about the company in the company magazine which were already common knowledge—perhaps in the local newspaper.

That attitude rapidly changed with experience. One executive stated baldly: "When we have any dirty linen we'd rather wash it in front of our employees than have them learn we are doing it behind their backs. That's why we speak frankly in our company magazine. If we expect confidence and loyalty of our employees, then they are entitled to expect it in return."

The same frankness should run through the news or routine business life. If Smith is promoted, say so in the house organ and be sure to explain why. Not only do specific examples of enterprise build individual ambition and initiative but they cut the ground from under the plant gossips who attribute almost anything to "pull."

Talking Shop

Thus the typical house magazine which for years had dealt in terms of simple reports of company picnics, anniversaries, births and marriages and baby pictures, started to talk shop. It began to give employees an inkling of where the money came from and for what it was spent. It told of new company operations and their whyfor; it told employees where the raw materials originated, and what happened to the company's products after they had passed through their employees' hands. It explained to John Doe how he fitted into the whole company pattern. When times were good, it told him so, in language he could understand. When conditions grew dark, it told him the score. The whole complexion of the company magazine changed.

It became a welding agent instead of a social gossip sheet.

For obvious reasons the war has reshaped house magazine editorial policies. It is not always easy, in these days of censorship, to explain all of a company's operations. But the need for welding management and workers into a single unit that sees and feels and acts as one is greater today than it ever was before. The house magazine plays a large role in that welding.

This growing consciousness of the value of the house magazine is reflected in the expansion of the field. Authoritative figures reveal that company magazines are being started or revived at the rate of nearly one a day in the United States.

In planning a house organ, remember the old slogan, "Service With a Smile." Make your news interesting, readable; play up the human side.

If your company has a reputation for frostiness, here is a good way to thaw it out: Do not cram your paper full of strictly business items. Pay heed to the employee's family and hobbies, to his recreation and amusement. And, very important, give him lots of pictures. This is as much a photographic age in house organs as it is in any popular periodical. Photographs of your industrial processes, of your men at work, are just as interesting as the picnic and baby pictures that used to fill house organ pages.

In answer to the call for more information, management has developed other media. Seven years ago the first employee annual report—a simplified, humanized version of the stockholders' report—was issued. The producer suddenly realized that a balance sheet was a mystery to employees—they didn't understand what it meant. Each year the company had sent to the employees the stockholder report, but the company discovered that few employees even read it. Thus the management determined to create a report for employees themselves. Today more than 300 companies in the United States issue such reports. Most are represented in human, graphic style, presented so the reader can understand.

In recent months the informational manual for new employees has grown tremendously in popularity with management. These are the manuals designed to acquaint the new worker with his surroundings, and although many of them are inclined to be simply books of rules and regulations, the friendly and warm note is creeping into them and the better ones are doing a good job of making the new employee feel at home.

Canada has an estimated 175 house magazines of various types. These would include the external or "dealer" type of publication. Many are rated high. The Beaver of The Hudson's Bay Company last year won first prize in the international contest conducted by the House Magazine Institute in New York City.

A few of the better-known house publications in Canada are the Imperial Oil Review of Imperial Oil Ltd., Toronto; The Blue Bell of the Bell Telephone Co., of Canada; The Spearhead of John Labatt Ltd., London; the CIL Oval of Canadian Industries Ltd., Montreal; The Cracker Barrel of Dominion Stores,

Last month enterprising Rae P. Perigoe, advertising manager of Somerville Ltd., London, and editor of that company's Somerville Link, organized the Industrial Editors Association of Canada with several members and affiliated it with the American group—the National Council of Industrial Editors Association organized last May by Robert Newcomb. The American group has a membership of nearly 1,500 editors from coast to coast and a combined readership of more than 17 million American wage-earners.

In the United States, government agencies have already turned a benevolent eye toward the industrial editor. Such groups as the Defense Savings Staff of the Treasury Department and the War Production Board have recognized what too many managements have failed to realize — that the company magazine is a vitally important link between employer and employee. It needs only to be used correctly.

OVERSEAS BUYERS!

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Spruce, Lumber and Lath
Hardwood Lumber
Cedar Poles
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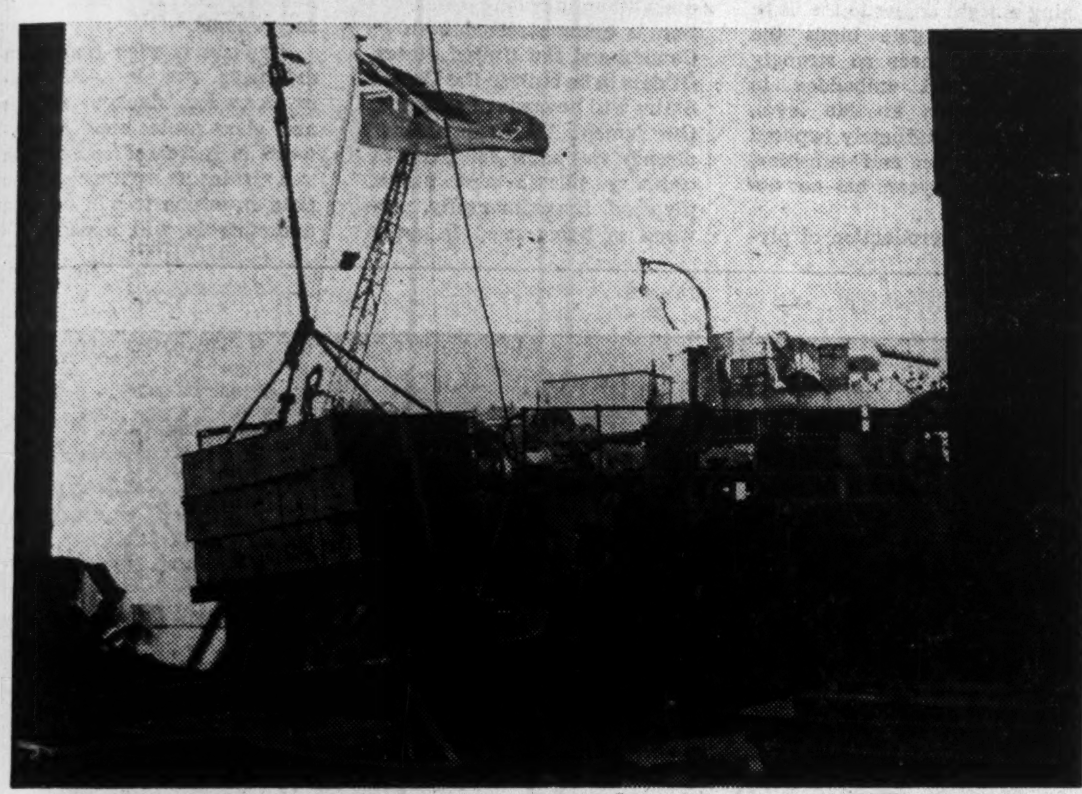


Here is Canadian-made TNT being unloaded in Britain beneath the Red Ensign of Canada. Canadian war supplies are in use in Britain, Russia, China, Libya and the Southern Pacific.

Bicycles to Speed War Work Become an Important Problem

Right in the middle of the greatest demand most of them have ever known, many Canadian bicycle dealers these days are staring glumly at empty salesrooms. The trade is being squeezed between a booming abnormal demand and not enough materials to come close to meeting customer wants.

Reasons for the heavy rush are several, most of them good. Most important is the demand from war workers. Many war plants are located in spots where quick, cheap transportation is not available. Answer to that situation has been found by thousands of war workers to be the ubiquitous bicycle. For the first time in their history many factories are putting up bicycle racks for their employees; at whistle time cavalcades of two-wheelers swing along the road homeward.

Despite the number that already have "wheels" there are still plenty of workers who want to pedal their way and are digging around for bicycles. Some war plant officials have been doing their utmost to get their employees "bikes." The need is particularly great in those areas where ordinary methods of transportation have proved inadequate to handle the flood of worker travel. Some plants meet the situation by using buses. There are cases on record of individual workers, unable to get any other form of transportation, clamping on a pair of roller skates and setting out.

Some dealers report a notable demand for women's bicycles. Figuring that they probably wanted them just to keep in style they investigated, found that frivolity was at low ebb and that the women were actually using the bicycles to get to and from war work meetings, Red Cross gatherings, etc.

Adding appreciably to the already driving demand has been the effect of gasoline and tire rationing. As car tires wear thinner and more automobiles are put in garages on blocks, more customers will be on hand for the bicycle makers. Already firms in some centres have put their salesmen on bikes with satisfactory results.

To try and keep pace with the total demand is at present an impossible task for the manufacturers, simply because they cannot get the materials. Some of them say that with current production they can't even satisfy war worker demands.

Best the manufacturers can do is produce as many bicycles as materials will permit. They are doling out their production to retailers on a quota system based on the percentage of production and the number of bicycles taken by the retailers in previous years. To most retailers that quota does not nearly meet the demand with the result that new bicycles are sold as quickly as they come in. Some retailers would be glad to rent some of the empty floor space that used to be crowded with bicycles.

Some individual dealers have been fortunate up to now in that they had fairly large stocks of bicycles on hand. These have now been mostly sold and these dealers must await their turn in the quota.

The situation in second-hand bicycles is much the same. With no new bikes available buyers turn to the older models with the result that stocks of these are now close to zero. Turn-ins of old bicycles have been light.

Need for bicycles has drawn recent official recognition through granting of permission by Alan H. Williamson, Controller of Supplies, for the industry to manufacture 150,000 machines this year. This would compare with 107,000 in 1941 and 86,500 in 1940.

At the moment bike makers are not quite sure of just how materials will be forthcoming to allow this stepped up production but they are now making application for priorities on the new form PD 25-A. While it may take a little time to get the flow of materials increased under the new set-up they feel that ultimately the situation will be smoothed.

To help out the materials shortage no manufacturer may make a bicycle weighing more than 33 pounds. Men's models now come only in 20 and 22-inch sizes and women's in 20-inch. Rear stands, luggage carriers, wire baskets, handlebar cross tubes and other frills are out. Front mudguards will be two inches shorter. Except for the handlebar stem and seat post tube there will be no nickel plating on the new war-time bicycle.

Some in the trade figure that the government is working on a long range plan that envisages meeting an increasingly tight situation as more and more cars are taken off the road. That, they say, is the reason there has not been direct action already in aiding manufacturers to get materials.

On Canadian roads there are an estimated 600,000 to 700,000 bicycles, in itself a substantial problem when repair work is considered. So far supplies for repairs have been coming through fairly well.

Under official ruling no one is now permitted to own more than two tires for each bicycle, tires for replacement having been limited to 50% of 1941 sales. Most dealers are now insisting on having the used tire turned in before they will sell a new one, although there is no official provision regarding that procedure.

As war activties expand, as normal transportation facilities stagger under their great new burdens the humble bicycle is assuming an increasingly important place in the overall pattern of war. Before workers can deliver the goods they themselves must first be delivered to the factories. That's the job of the bicycle.

Prompt Reliable Service
by Rail and Water

GLOUCESTER SPRUCE
White Pine, Hemlock, Hardwoods, Pit Props

Gloucester Lumber & Trading Co.
Head Office: Bathurst, N.B. Mills at Bathurst, N.B., Burnsville, N.B., Lord & Foy's Brook, N.B. and Tracadie, New Brunswick.

Photo by G. D. Scott.

Pulpwood
—a vital factor in the battle of production

Logs in an endless chain flow from the timber limits of The E. B. Eddy Company Limited to the mills at Hull, there to be converted into many kinds of fine papers, to assist in a vital part of the war effort.

For paper is the lifeblood of war industry. The construction of every plane, every ship, every item in the vast armament programme starts, and follows through, on paper. It is the medium on which every operation of man and machine is planned, directed and recorded.

PAPER is doing its full share in bringing victory to the United Nations.

THE E. B. EDDY COMPANY LIMITED, Hull, Canada

Plywood Builds the Wings For Modern War Birds

New Synthetic Resins and Molding Techniques Multiply the Roles of "Wooden Sandwiches"

In glue and wood "sandwiches" — of plywood — the United Nations have a bottle-neck-breaking raw material which may go far towards translating blue-print war plans into reality.

Last March the magazine Fortune stated an aluminum shortage made President Roosevelt's programme for 125,000 airplanes a physical impossibility. Fortune, however, saw no call for alarm in this situation. In the tremendous strides of recent years in molding and improving plywood was seen a complete answer to the aluminum shortage as far as airplanes were concerned. Plywood planes can even be superior to metal planes, Fortune's survey indicated.

Canada's National Research Council has been finding in plywood a unique war material. With long studies of plastics behind them, National Research Council scientists say that a specially-laminated wood has the strength qualifications required for shipbuilding purposes, although many problems have still to be overcome before plastic ships can take the place of steel-clad vessels.

For production of molded plastics for the aircraft and other industries, extensive facilities are already available. Piano factories forced out of production by the metal shortage can quickly turn to production of plastics. The plastic-mounted, molded plywood industry is yet a fledgling as far as volume of production is concerned, but it is an industry with distinct possibilities for rapid expansion of output.

Early Difficulties

Extensive use was made of plywood for airplanes in Great War I, but light metal alloys displaced the use of plywood in airplanes in America during the twenties. The difficulty of securing a permanent molded shape in plywood and the fact that glues were susceptible to attack by water, bacteria or mould were the chief factors leading to the switch to metal.

Another important factor was the ability to secure "stressed skin construction" with light alloy metals. Metal airplane bodies provided their own support.

In Europe plywood continued to be used for planes along with the new light alloy metals. Research on plywood overcame many of its drawbacks there and it is only recently that America has caught up with—and passed—European countries in plywood research.

Synthetic Resins

Synthetic resins proved a complete solution to the glue problem some time ago, but only comparatively recently has a greater permanency of molded construction been evolved.

Research in the United States has now emerged with "impregnated" and "compregnated" woods. In both, the resin is forced under pressure into the wood cells for entry into a molecular alliance with the wood molecules themselves. In the process, the wood undergoes a major change in chemical and physical properties.

"Compreg" is subjected to additional pressure and with 250 lb. pressure a one-inch section is reduced to only half an inch. It is said to be as strong and durable as steel.

"Impreg" is similar to "compreg," is already in use on a limited scale. Both "compreg" and "impreg" have remarkable shape-holding characteristics.

Plywood "Apathy"

Some airplane manufacturers are stated to have shown apathy to use of plywood. Most plants are tooled up to handle metals, not plywood, and technicians are metal experts, not plywood experts. This is even more true of the United States than Canada. But that plywood will eventually replace much of the light alloy metal used in airplane construction is a very real possibility, experts claim.

Plywood has fewer drawbacks than might be supposed. Under rapid continued vibration it "fails" much less readily than some metals. It does not corrode—an advantage in seaplanes. Surprisingly, it does not splinter in a crash and stands up better under gun fire. A bored passage through plywood means a clean hole no bigger than the projectile itself whereas duraluminum splays out with jagged edges. Plywood is even more flame-proof than duraluminum of the same weight, it is stated.

Even if plywood were more inflammable than duraluminum, this would not represent a serious disadvantage. It is now recognized that the major fire hazard in flight is the gasoline load, and that if this becomes ignited, it matters little what the plane is made of. Inflammability is no longer considered a factor unfavorable to the use of plywood.

Repairing a plywood plane is said to be less difficult than repairing a metal plane. A glue and plywood patch is all that is needed for the plywood plane.

Since wood reacts quite differently from metal in some respects, it is not always possible consistently to compare the performance of wood and metal. And as a consequence some of the desirable qualities of wood have not been recognized.

The Axis is using plywood for fighter planes as well as training planes. There is said to be no real drawback as far as combat planes are concerned. Canada has already made extensive use of plywood in turning out trainer 'planes. The Avro - Anson twin-engined trainer has plywood wing skins. The Fairchild Cornell trainer, turned out by Fleet in Canada, uses plywood wing surfaces. However, neither of these planes rates as a plastic airplane—their plywood parts are not all pressure molded.

Much of the value of plywood as a war material results from a newly-developed molding process. This process is quite simple and there is stated to be no reason why molded parts cannot be turned out in quantity in Canada.

The new method calls for a concrete mold in which the plywood is placed. A rubber bag is placed inside this mold, a wooden top goes over that and the rubber bag, inflated, gives the required pressure for the molding itself.

Plywood can also be molded in pressure tanks, this method being applied to such sub-assemblies as wings, ailerons, tail parts and so on, where plywood skin covering can be bonded direct to the skeleton frame, spars and ribs.

At least four Canadian companies—de Havilland Aircraft, Bristol Aircraft, Dominion Plywoods and Pacific Veneer Co.—have so far undertaken the turning out of molded "plastics" in Canada.

As airplane production advances, use of plywood is expected to increase. The trend will certainly be towards use of a larger proportion of molded plastic parts. The metal airplane tradition has not been so strong in Canada and the use of plywood may come more naturally to Canada than the United States.

Plywood production has already been termed British Columbia's "fastest growing industry." The new status plywood enjoys is particularly important to B. C. industry because the great coastal stands of virgin Douglas fir are becoming scarcer. Plywood makers do not need to bother as much about the size of the log they use.

Plywood is made by rotating a log against a long sharp knife which peels a continuous ribbon of veneer off lengthwise, much in the way that paper comes off a roll. The ribbon of veneer is cut into required lengths as it "unwinds."

These thin sheets of veneer—some only 1/100 of an inch thick—are glued to one another, with the grain of each ply running at right angles to the next. The plastic glue binds the sheets of veneer so strongly that plywood embedded in Florida sands at tide level, where it is alternately exposed to salt water and sunshine, after several years has not delaminated.

Increased production of plywood depends in part on the supplies of synthetic resins. Important war uses of plywood plastics seem to assure a high priority rating for synthetic resins and it is not expected that a shortage of resin will be allowed to interfere seriously with expansion in airplane output.

With development of the "compregnating" and "impregnating" plywood production methods in the United States, the efficiency of plastics will be increased. Delamination is reduced to a minimum with new methods and shapes are held with practically no variation.

Finding Many Uses

Many of the new uses for plastics are military secrets. However, use of plywood in other than airplane construction is being stressed both in Canada and the United States. Gliders to be built in the United States will be made of plywood. One famous American bomber already has some 400 parts of ordinary plastic and plastic plywood. Experimentally, plywood is being used in army reconnaissance vehicles, rifles and life boats. A bicycle has been made out of plywood.

Special shapes for experimental purposes have been made for the Royal Canadian Navy and experimental work has been done by the National Research Council on the application of plastics to miscellaneous military purposes.

Ration Supplies

So great has become the consumption of plywood for war purposes that priorities have had to be applied with less than normal supplies available for regular trade. Many ordinary consumers have faced a scaling down of orders. While the use of plywood in airplanes is being stressed, Canada is also using it for camp buildings, armament factories, emergent housing, naval vessels and cargo boats.

Plywood is even finding an extensive use in ARP precautions for blackout screens and glass protectors. As plywood is increased in strength and retains its light weight, the field in which it will be used undoubtedly will expand.

Farm Woodlots Play Big Part in Forest Industry

Farm woodlots produce a considerable quantity of material for use on the farms and for sale. The value of forest products from farms in Canada by the 1931 census was $43.5 millions. In round figures the values of the various products were: fuelwood $29 millions, logs for lumber $6 millions, maple syrup $3 millions, fence posts $1 millions, railroad ties $500,000, telegraph and telephone poles $250,000, other forest products $1 million.

There are 26,645,281 acres or 41,633 square miles in woodland on Canadian farms.

On farm woodlots in eastern Canada the 1942 report of the Canadian Society of Forest Engineers has extended comment. Some of this comment may be summarized as follows:

About one third of the area of Prince Edward Island is forested. The forested area is all privately owned and most of it is in woodlots on occupied farms. The forest is composed of the ordinary associations found in its region. Most of the land is suitable for cultivation and there is danger of too much clearing if the farming becomes sufficiently attractive.

Farm woodlots in Nova Scotia include more than one third of the productive forest area of the province and are the most accessible and productive of the forests. Value of products amounts to about 12% of the gross value of farm produce, varying from 8% in the highly specialized fruit growing district of the Annapolis valley to 20% in some other communities. In cash this amounts to more than $4 millions per year.

Farm woodlots in New Brunswick cover an area of 2.5 million acres or about 18% of the forest area of the province. In addition to this 1.6 million acres are owned in lots of less than 500 acres. There also are numerous small Crown Land Timber Leases held by farmers so that the area of forest land owned or controlled in small lots is more than 30% of the total. Records of production for these areas are not available but they contribute a considerable share of the raw material for an annual production valued at about $40 millions.

The area of farm woodlots in Quebec is about 9 million acres. The annual cut from this area is nearly 200 million cubic feet of logs and lumber and about 2 million cords of firewood and other products.

Annual Wood "Crop" Around $400 Millions

Canada has an area of about 770,000 square miles of productive forest lands which contain on its accessible areas about 170,000 million cubic feet of timber. The annual "crop" amounts to about 10 million cords of wood of which 25% is exported and the remaining 75% is used in about 100 mills making pulp and paper products in Canada. Added to this is an annual cut of about 5½ billion feet of logs for thousands of saw mills along with other forest crop brings the value of the annual crop up to around $400 millions.

This is Where All That Rubber is Going

A modern battleship needs enough rubber in its construction to make 17,000 average-sized automobile tires.

One tank needs as much rubber as it takes to make 124 ordinary tires.

One army pontoon bridge, weighing 10 tons, requires enough rubber for 260 ordinary automobile tires.

The tires on the largest bombers used by the United Nations weigh 100 pounds each or more. That is enough rubber to make about seven ordinary passenger tires.

Ground Men Tune In On Aerial Battles

When pilots of one of the R.C.A.F. Spitfire squadrons in Great Britain go into action, the ground crews are much too impatient to wait for their return to get news on the operation. Instead, they have fixed up a radio set that can pick up the messages flashing between the aircraft as they go into battle.

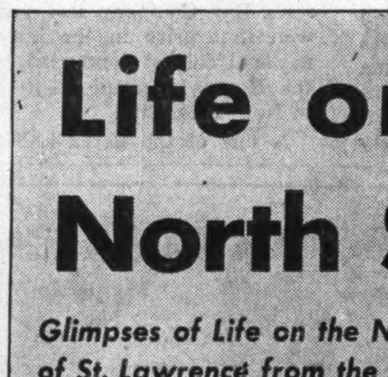
A radio set similar to those used in the Spitfires themselves, and mainly intended for use by the squadron wireless section in testing work, picks up the messages transmitted from the aircraft. The receiver is connected with the amplifier so that many men can listen at one time.

Life on the North Shore

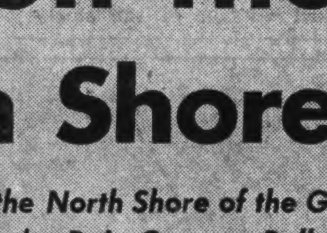
Glimpses of Life on the North Shore of the Gulf of St. Lawrence from the Baie Comeau Bulletin

Published bi-weekly **5 cents the copy**

All profits to the Red Cross



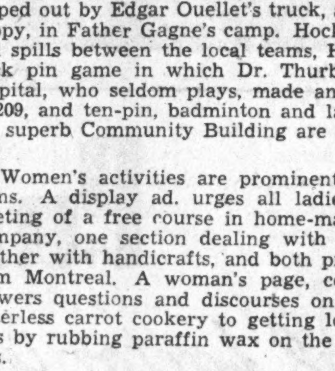
AT FIRST glance you wouldn't think it was a newspaper at all, but it is a newspaper, a most revealing and interesting one. The Bulletin is not printed—just bi-lingually mimeographed on cap size sheets stapled together, even to the ads, brightened by sketches of local artists. But life,—life in a Quebec newsprint town hewn out of a rocky wilderness a few years ago by The Ontario Paper Company,—life hit by the impact of war as elsewhere in Canada,—that sort of life gleams from its pages.


ON TUESDAY, MARCH 10TH,
ALL WOMEN OF BAIE COMEAU

- Of course, the usual items of everyday life everywhere, are chronicled by The Bulletin. The stork pays his visits. Under the heading "Vest Pocket Editions" The Bulletin records three births — all girls. The heading "Speak Easy Club" intrigues. No, it's not what you think it is. Just a live debating and public speaking club discussing a subject of wide political and public interest. Reported, too, is the Boy Scouts Snow-Shoe and Ski Trek, helped out by Edgar Ouellet's truck, and ending up, tired but happy, in Father Gagne's camp. Hockey games full of thrills and spills between the local teams, Hawks and Canadiens, a duck pin game in which Dr. Thurber, head of the town's hospital, who seldom plays, made an impressive high single of 209, and ten-pin, badminton and ladies' bowling games in the superb Community Building are all duly recorded.

- Women's activities are prominent in The Bulletin's columns. A display ad. urges all ladies to attend the initial meeting of a free course in home-making sponsored by the Company, one section dealing with foods and food values, another with handicrafts, and both presided over by experts from Montreal. A woman's page, conducted by Françoise, answers questions and discourses on subjects ranging from waterless carrot cookery to getting longer wear from stockings by rubbing paraffin wax on the inside of the heels and toes.

- But the war affects life in Baie Comeau much the same as elsewhere, and this The Bulletin fully reflects. News of the town's boys overseas with the armed forces occupies a prominent place. Lt.-Col. Jack Roberts and Capt. Bruce McAdam meet by chance in England. Of a Quebec family with seven sons in the army, two have worked at Baie Comeau. Members of the Royal Rifles of Canada, both are now prisoners of the Japs at Hong Kong. Flying Officer C. M. Black from Baie Comeau reports meeting up with his first grizzly bear while on patrol duty looking for three lost fliers on the British Columbia coast. "I never believed a bear could grow so big," The Bulletin reports him as saying. And so on.



- The leading article of this unique newspaper deals with the local Victory Loan campaign. Results were not all in as canvassing in the woods had not been completed, but enough was reported to indicate the subscription would be about $200,000. Says The Bulletin, "The Committee in charge of the Loan for the Eastern Division of the Province of Quebec informs us that the subscription per employee in the mill and in the woods is higher than in any other plant in this province, if not in Canada." Liberal purchases of War Savings Certificates have also been made.

- A whole page is given to Red Cross activities. Last year, says The Bulletin, the local organization made or gave donations of no less than 2,212 articles. These varied all the way from knitted scarves, pullovers, mitts, pillow cases and bed jackets to blankets, boxes of chocolates and surgeons' instruments.

- And so a section of the home front in this year of war is pictured by The Bulletin. The Ontario Paper Company, upon whose operations this community depends, last year in its woods operations and in its mill and transportation activities at Baie Comeau, Quebec, and Thorold, Ontario, paid out in salaries and wages to employees over $5,100,000. This is one of the foundations of Canada's economic life, so often outdazzled by more spectacular war activities, on which the heart and front of our war effort and of our national war financing is based. Let us not disregard its importance.

Pay Day is a Bad Day for Hitler

PAY Day in Canada is a bad day for Germany. Our Home Front plays a big part in beating Hitler. Let us not forget its importance.

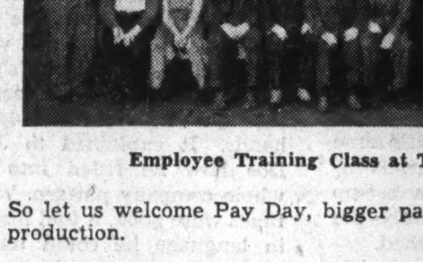
Production, whether it be production of direct front-line fighting equipment or of essential civilian goods, is a vital ingredient of victory.

Big pay rolls mean big production. Every factory, every industrial establishment in Canada producing goods strengthens the Home Front and brings nearer the eventual day of victory.

Employee Training Class at Thorold.

So let us welcome Pay Day, bigger payrolls and greater production.

The wages that Canadian industry pays to its workers provide the financial sinews of our war effort. From these wages stem the War Loan subscriptions, purchases of War Savings Stamps, contributions to the Red Cross and other war charities, as well as the purchases of foods, clothing and comforts of productive workers. Without wages we could not pay taxes and without taxes we could not pay for the goods and services needed to fight the war through to victory.



"Tremblay Trio." Three sons of one family in Baie Comeau serving with the armed forces.

Last year, The Ontario Paper Company paid more than $5,100,000 out in wages and salaries, including $27,000 in payments to its former employees now in the armed forces. Quite apart from its direct contributions in furnishing men for the fighting forces and the munitions industries, and making war equipment in its machine shops, this Company is doing its part in sustaining the important Home Front. So are thousands of other Canadian companies.

The Machine Shop Goes to Sea

Making Valves for Marine Engines at Thorold.

THAT is not literally the case, but the machine shops of the various paper mills across Canada have been placed at the disposal of the Government under the Wartime Machine Shop Board for making dozens of items of war equipment, many of them for the arming and building of ships, both naval and merchant. The pulp and paper mill machine shops of Canada, in undertaking work of this kind to further the production of war equipment, has as its main purpose the manufacturing of machine parts in which there is a tendency to form "bottlenecks" in the country's regular munition production industries.

Ontario Paper Co. Machinist Turning Parts for Cargo Vessel Engines.

When the war broke out, The Ontario Paper Company, sensing that a large number of skilled and semi-skilled tradesmen would be required in the prosecution of the country's war effort, opened schools at both its Thorold and Baie Comeau mills to train such tradesmen. An arrangement was made with the International Correspondence Schools to supply the instructional data and services for courses in technical and cultural training, whilst the Company provided the instructors, materials and facilities for shop training. Under this arrangement training is being given in machine shop practice, electrical operation and maintenance, millwrighting, pipefitting, sheet metal work, steam plant operation, diesel engines and welding. Prizes are donated by the Company to those finishing highest in their courses. Many of these trainees have taken jobs in war industries and many more have joined technical services in the Army and Navy.

The Ontario Paper Company Limited

Head Office and Mill — Thorold, Ontario.
Together with its wholly owned subsidiary

Quebec North Shore Paper Company
Head Office — 680 Sherbrooke St. W., Montreal, P.Q.
Mill — Baie Comeau, P.Q.